



Los Angeles County Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

July 23, 2013

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

HEARING ON AMENDMENT TO COUNTY CODE (TITLE 22 -- PLANNING AND ZONING) REGARDING A PROPOSED AMBULANCE SERVICES ORDINANCE COUNTYWIDE (ALL SUPERVISORIAL DISTRICTS) (3 VOTES)

SUBJECT

The proposed modification to Title 22 of the Los Angeles County Code (Zoning Ordinance) modifies ambulance services as a permitted or conditionally permitted use in Zones C-H (Commercial Highway), C-1(Restricted Business), C-2 (Neighborhood Business), C-3 (Unlimited Commercial), C-M (Commercial Manufacturing), M-1 (Light Manufacturing), M-1.5 (Restricted Heavy Manufacturing), M-2 (Heavy Manufacturing), and M-3 (Unclassified).

IT IS RECOMMENDED THAT YOUR BOARD, AFTER THE PUBLIC HEARING:

1. Close the public hearing and consider the attached Negative Declaration, together with any comments received during the public review process, find on the basis of the whole record before the Board that there is no substantial evidence the project will have a significant effect on the environment, find that the Negative Declaration reflects the independent judgment and analysis of the Board, and adopt the Negative Declaration.
2. Approve the recommendation of the Regional Planning Commission (RPC) to amend Title 22 of the Los Angeles County Code relating to ambulance services as reflected in the draft ordinance.
3. Indicate the intent to instruct County Counsel to prepare an ordinance to amend Title 22 of the Los Angeles County Code, noting recommendation and concerns

3. Indicate the intent to instruct County Counsel to prepare an ordinance to amend Title 22 of the Los Angeles County Code, noting recommendation and concerns of the RPC and include any changes directed by your Board, and bring back to your Board for consideration.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

On July 17, 2012, your Board approved a motion instructing the Department of Regional Planning (Department) to prepare an ordinance to amend Title 22 of the County Code to:

1. Provide definitions of different types of emergency and non-emergency ambulance service facilities;
2. Permit appropriate types of emergency ambulance service facilities to be located in specified commercial and manufacturing zones subject to a ministerial process;
3. Provide appropriate permitting standards and processes applicable to non-emergency facilities in specified commercial and manufacturing zones; and
4. Direct the Regional Planning Commission to conduct a public hearing and forward its recommendation on the proposed ordinance revisions to the Board for its consideration.

The Board of Supervisors recognized that to improve emergency response times for ambulance services in the unincorporated areas of the County, the Zoning Ordinance should be amended. Adequate locations need to be identified for emergency ambulance service providers so the health and safety needs of the various communities can be met, while minimizing any potential impacts to the surrounding neighborhoods.

EXISTING ZONING REGULATIONS

The Zoning Ordinance lists "ambulance services" as a service use in several commercial and industrial zones, but does not provide a definition of the use. Ambulance services require a conditional use permit in zones Unlimited Commercial (C-3), Commercial Manufacturing (C-M), and Light Manufacturing (M-1). Ambulance services are permitted in zones Restricted Heavy Manufacturing (M-1½), Heavy Manufacturing (M-2), and Unclassified (M-3).

DRAFT ORDINANCE

The proposed amendment to Title 22 contains definitions of ambulance services facility, and ambulance emergency services facility, and provides zones where the uses are permitted or conditionally permitted. The uses will be permitted or conditionally permitted in the respective zones as follows:

Ambulance Services:

Not Permitted in Zones C-H, C-1, and C-2
Conditional Use Permit in Zones C-3, C-M, and M-1
Permitted in M-1.5, M-2/M-4, and M-3

Ambulance Emergency Services:

Conditional Use Permit in Zones C-H and C-1
Permitted in Zones C-2, C-3, C-M, M-1, M-1.5, M-2/M-4, and M-3

Although ambulance emergency services are permitted in Zones C-2, C-3, C-M and M-1, these uses are subject to Section 22.55.2800 (Ambulance Emergency Services – Development Standards). This use is permitted in Zones M-1.5, M-2 and M-3, but compliance with Section 22.55.2800 is not required in these zones. Section 22.52.2800 requires the following: no more than two ambulances may be located on-site at any one time; a dedicated parking space shall be provided for each ambulance located on-site; the Director shall send copies of the application to the County Departments of Health Services, Fire, Public Works and Sheriff for their comment on the proposal, and a site plan approved by the Director is required. In making a decision on the application, the Director shall consider any written comments that he receives from the notified Departments. In addition, ambulance service facilities and ambulance emergency service facilities have been added to the commercial uses not permitted in a mixed use development.

Implementation of Strategic Plan Goals

The proposed ordinance promotes Goal 1 of the County's Strategic Plan pertaining to "Service Excellence" and Goal 3 pertaining to "Community and Municipal Services" through the development of an amendment to the County Code that is responsive to the health and safety needs of citizens by improving emergency response times of ambulance services.

FISCAL IMPACT/FINANCING

Implementation of the proposed ordinance will not result in any loss of revenue to the County or in significant new costs to the Department of Regional Planning or other County departments. Adoption of this ordinance will not result in the need for additional departmental staffing.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

A public hearing is required pursuant to Section 22.16.200 of the County Code and Section 65856 of the Government Code. Required notice must be given pursuant to the procedures and requirements set forth in Section 22.60.174 of the County Code. These procedures exceed the minimum standards of Section 6061, 65090, and 65856 of the Government Code relating to notice of public hearing.

The RPC conducted public hearings regarding the proposed ordinance on February 20, 2013, and April 24, 2013. Two testifiers spoke in favor of this request at the February 20, 2013 public hearing.

ENVIRONMENTAL DOCUMENTATION

The attached Initial Study disclosed that there is no substantial evidence, in light of the whole record before your Board, that the adoption of the proposed ordinance will have a significant effect on the environment. Therefore, a Negative Declaration was prepared in accordance with Section 15070 of the California Environmental Quality Act guidelines.

Copies of the proposed Negative Declaration were transmitted to the County Clerk, six County departments, and six libraries for public review. In addition, a public notice was published in one newspaper of general circulation pursuant to Public Resources Code Section 21092.


Based on the attached Negative Declaration, adoption of the proposed ordinance will not have a significant effect on the environment.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Approval of the proposed ordinance will not significantly impact County Services.

The Honorable Board of Supervisors
July 23, 2013
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Respectfully submitted,



Richard J. Bruckner
Director

RJB:JG:BD:kl

Attachments:

1. Board Motion
 2. Project Summary
 3. Summary of Regional Planning Commission Proceedings
 4. Resolution of the Regional Planning Commission
 5. Recommended Ordinance for Board Adoption
 6. Environmental Document
 7. Regional Planning Commission Staff Reports
 8. Legal Notice of Board Hearing
 9. List of Persons to be Notified
- c: Executive Office, Board of Supervisors
Assessor
Auditor-Controller
Chief Executive Office (Rita Robinson, Anthony Baker)
County Counsel
Public Works

MOTION BY SUPERVISOR MICHAEL D. ANTONOVICH

JULY 17, 2012

The County of Los Angeles contracts with ambulance service providers to provide emergency medical services to the unincorporated areas of the County. These emergency providers are required to meet certain response time mandates and, therefore, must strategically locate their facilities throughout the unincorporated area. However, current zoning restrictions do not provide adequate locations in all unincorporated communities to enable emergency providers to establish facilities that meet emergency response time requirements.

To enhance emergency response for ambulance services for the unincorporated areas of the County, the Zoning Ordinance needs to be amended. Adequate locations need to be identified for emergency ambulance service providers so the health and safety needs of the various communities can be met, while minimizing any potential impacts to the surrounding neighborhoods.

The Zoning Ordinance should be amended to differentiate between emergency and non-emergency ambulance service facilities and to allow certain types of emergency facilities to be located in appropriate commercial and manufacturing zones through a ministerial approval process. The Zoning Ordinance should also be amended to provide appropriate permit standards and processes for other types of emergency as well as non-emergency ambulance service facilities in commercial and manufacturing zones.

- M O R E -

MOTION

MOLINA _____

RIDLEY-THOMAS _____

KNABE _____

ANTONOVICH _____

YAROSLAVSKY _____

I, THEREFORE, MOVE that the Department of Regional Planning Revise Title 22 (Zoning Ordinance) to:

1. Provide definitions of emergency and non-emergency ambulance service facilities, including definitions of the different types of emergency service facilities;
2. Permit appropriate types of emergency ambulance service facilities to be located in specified commercial and manufacturing zones subject to a ministerial process;
3. Provide appropriate permitting standards and processes applicable to the remaining types of emergency ambulance service facilities as well as to non-emergency facilities in specified commercial and manufacturing zones; and
4. Direct the Regional Planning Commission to conduct a public hearing and forward its recommendation on the proposed ordinance revisions to the Board for its consideration.

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MDA:evo
ambulanceservice071712

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING

AMBULANCE SERVICES ORDINANCE AMENDMENT
PROJECT SUMMARY

PROJECT IDENTIFICATION:	Proposed amendment to the Los Angeles County Code (Title 22 – Planning and Zoning Ordinance) to amend ambulance service definitions and zones where the use is permitted
REQUEST:	Adopt the proposed amendment to Title 22 and adopt the Negative Declaration for the project
LOCATION:	Countywide
STAFF CONTACT:	Ms. Karen Lafferty at (213) 974-6432
RPC MEETING DATE:	February 20, 2013 and April 24, 2013
RPC RECOMMENDATION:	Board public hearing to consider adoption of proposed ordinance amendment
MEMBERS VOTING AYE:	Modugno, Helsley, Valadez, Pedersen, Louie
MEMBERS VOTING NO:	None
MEMBERS ABSENT:	None
BOARD HEARING:	July 23, 2013
KEY ISSUES:	<p>In a Board of Supervisors motion made on July 17, 2012, the Board recognized that to improve emergency response times for ambulance services in the unincorporated areas of the County, the Zoning Ordinance should be amended. Adequate locations need to be identified for emergency ambulance service providers so the health and safety needs of the various communities can be met, while minimizing any potential impacts to the surrounding neighborhoods. The Board requested the Department to draft an ordinance amendment to provide definitions of different types of emergency and non-emergency ambulance service facilities and permit appropriate types of emergency ambulance service facilities to be located in specified commercial and manufacturing zones subject to a ministerial process.</p> <p>Currently, Title 22 lists “ambulance services” as a service use in several commercial and industrial zones, but does not provide a definition of the use. Ambulance services require a conditional use permit in zones C-3, C-M. M-1). Ambulance services are permitted in zones M-1.5, M-2, and M-3.</p> <p>The proposed amendment to Title 22 contains definitions of ambulance services facility, and ambulance emergency services facility, and provides zones where the uses are permitted or conditionally permitted that expand upon what is currently permitted.</p>
MAJOR POINTS FOR:	<ul style="list-style-type: none">• Enhances emergency response times for the unincorporated County.• Adequate locations are identified for emergency ambulance providers for the health and safety of various communities, while minimizing any potential

	<p>impacts to the surrounding communities.</p> <ul style="list-style-type: none"> • Establishes development standards for emergency ambulance services to protect public health, safety and welfare of surrounding residents.
MAJOR POINTS AGAINST:	<ul style="list-style-type: none"> • The amendment does not address rural areas of the County. • The emergency ambulance services are only permitted to have two ambulances on-site at any one time.

**REGIONAL PLANNING COMMISSION
SUMMARY OF PUBLIC HEARING PROCEEDINGS
FEBRUARY 20, 2013**

**PROPOSED AMNEDMENT TO COUNTY CODE TITLE 22 (PLANNING AND
ZONING) TO AMEND AMBULANCE SERVICE DEFINITIONS AND ZONES WHERE
THE USE IS PERMITTED**

The Regional Planning Commission (Commission) conducted a public hearing to consider the proposed ordinance to ambulance services that includes definitions of ambulance service facilities and ambulance emergency service facilities; permits ambulance services as a permitted or conditionally permitted use in Zones C-H, C-1, C-2, C-3, C-M, M-1, M-1.5, M-2, and M-3; and establishes development standards for ministerial review of applications.

During the hearing, staff asked the Commission to consider the proposed ordinance amendment on ambulance services. The ordinance included: definitions of ambulance emergency and nonemergency services – headquarters, ambulance emergency services - satellite offices, ambulance nonemergency services - satellite offices, and authorized emergency transportation operator; zones where the uses are permitted or conditionally permitted; a statement that these facilities are not permitted in mixed use developments; and development standards.

Two people testified in favor of this proposal, Cathy Chester with Health Services Emergency Medical Services Agency, and James McNeil with McNeil Ambulance Services.

The Commission had discussion and asked staff to look into the following areas: develop criteria for administrative review to include comments from Los Angeles County Sheriff, Fire, and Public Works on safety factors such as ingress/egress, quality of roads and concerns about vehicles pulling out quickly; discuss staff parking in addition to ambulance parking; provide maps of Altadena and another community to show how the zones where the ambulance services would be permitted; feasibility of an ordinance for emergency services for rural areas; verify consultation with Sheriff Department; why only two ambulance emergency satellite facilities?; and use within Mixed Use Developments.

The Commission closed the public hearing and continued the hearing to April 24, 2013.

**REGIONAL PLANNING COMMISSION
SUMMARY OF PUBLIC HEARING PROCEEDINGS
APRIL 24, 2013**

**PROPOSED AMNEDMENT TO COUNTY CODE TITLE 22 (PLANNING AND
ZONING) TO AMEND AMBULANCE SERVICE DEFINITIONS AND ZONES WHERE
THE USE IS PERMITTED**

The Regional Planning Commission (Commission) conducted a continued public hearing to consider the proposed ordinance for ambulance services. During the presentation staff responded to questions asked by the Commission at the February 20, 2013 public hearing.

The first item we researched was staff parking at ambulance services facilities. The development standards within the draft ordinance state that a designated parking space is provided for each ambulance on-site, the Commission inquired about the parking for the vehicle's employees. The ratio required for an ambulance services facility would be equivalent to that of an office space, one space for every 400 square feet of office space, the Commission proposed that employees parking spaces be in addition to the parking spaces required for the ambulance parking spaces.

This requirement caused concern by the ambulance providers, as building owners usually assign the lessee parking spaces, for example, 1200 square foot ambulance emergency service facility would be granted three parking spaces by the property owner; so if the requirement were that the two ambulance spaces are in addition to what is required for the office space, five spaces would be required. If the ambulance provider was constructing a new facility where ample parking is provided, parking would not be an issue; however the number of parking spaces allotted to a facility relies on the square footage of the facility. These facilities are expected to not have more than four employees which aren't expected to cause extensive impacts with respect to parking in a particular neighborhood.

The second item you asked us to follow up on was consultation with the sheriff's department. For consultation, a draft ordinance and CEQA documents, staff used a e-consultation service which was developed by our Department. Staff also forwarded this information directly to the sheriff's department, after receiving comments from your commission that there were no comments from the Sheriff. Just yesterday morning we received comments from them. Their comments include that the ordinance is not expected to have a significant impact on LASD resources or operations, that the sheriff's department is generally supportive of the ordinance because it permits or conditionally permits ambulance service facilities in manufacturing and commercial zones while excluding such facilities in residential zones. And when site-specific

proposals for construction of ambulance services are submitted in the future, the sheriff's department wants to review, comment and make law enforcement recommendations upon the project approval process.

Okay, moving on to the number of ambulances permitted at an emergency facility. The draft ordinance is crafted so that two ambulances are accommodated at an ambulance emergency services facility; the Commission asked the testifier James McNeil from Schaefer Ambulance if two ambulances are adequate or if the emergency services should accommodate more. Mr. McNeil replied the number of ambulances on each area depends on the geographic area it serves. From a facility standpoint, each additional ambulance will bring more employees to the facility, two more employees to the facility with two more parking spaces required. The way the draft ordinance is written, any more than two ambulances at an emergency services facility would require a conditional use permit.

Another question the Commission asked was the prohibition of Emergency Ambulance Service Facilities within mixed use development. The draft ordinance lists ambulance services facilities and emergency service facilities as commercial uses not within a mixed use development. At the hearing, there was discussion about the sound sirens disrupting the residents. Title 7 of the county code dictates when ambulances may use sirens. Staff's concern is that ambulance services, whether they be emergency or not, they're a 24-hour use and it's not compatible with a mixed use.

We looked into the feasibility of an ordinance for rural areas. This draft ordinance is geared towards urban areas as ambulance services are permitted in commercial and industrial areas while there are not many commercial and industrial zones in these rural areas. The Commission asked for the feasibility of an ambulance service ordinance for rural areas. Currently, the Ordinance Studies Section is working with Community Studies North on developing new zones for the implementation of the adoption with the adoption of the Revised Antelope Valley Plan. The new rural commercial zone will be able to accommodate Ambulance Service Facilities and Ambulance Emergency Facilities when that plan and associated zones are adopted. However, this plan only includes those properties located within the Antelope Valley Area plan. For the coastal rural areas, staff referred to the Santa Monica North Area Plan which contains C-2 and C-3 zones so the range of ambulance service in the draft ordinance would be allowed there. I spoke with Ms. Gina Natoli, Supervisor Regional Planner for Services West and she informed me that the intent under the Draft Santa Monica Coastal Program is to have limited areas of C-1 and C-2 acknowledging the existing commercial uses along Topanga Canyon Boulevard, meaning ambulance emergency facilities would be allowed in the coastal zones.

The Commission requested a site plan review to include County Department reviews. The Commission requested the draft ordinance contain criteria for administrative review to include comments from county sheriff's office and public works.. Staff reviewed other ordinances within Title 22 for reference of how comments from other county departments are requested. A similar requirement is within the shared water well ordinance; the application processing procedures include distribution of the application to other county departments for their review and comment. However, Shared Water Wells is a Discretionary Site Plan Review, whereas the intent of this ordinance and the motion behind it was for it to be a ministerial review. Staff put the request by the Commission within the development standards of the draft ordinance. Department of Public Works had some initial concerns about this referral, but after discussion Public Works will be able to process as ministerial if we work with them to develop criteria.

Lastly, the Commission asked us to provide maps of local communities depicting where facilities would be permitted. The draft ordinance permits ambulance emergency services facilities in zone C-2, C-3 and C-M, and all industrial zones. Staff provided the Commission with maps of Altadena and South San Gabriel showing where these zones exist. It was mentioned that in the future, these facilities might be among high density residential areas, therefore we tried to provide you with maps that also show properties zoned R-3 in these areas so you can see where these higher density areas would relate to the C-2 and some of these zones.

A summary of the modifications to the ordinance. For definitions, you'll recall that there were three definitions in the previous draft; it was headquarters, non-emergency satellite and emergency satellite. We've condensed that to two definitions; ambulance services facility and ambulance emergency services facility. We think that's much cleaner and much easier to understand. We also removed the term authorized emergency transportation operator and inserted the wording "for the purpose of responding to emergency calls". Finally, in closing, we updated the draft ordinance to reflect the new ambulance definitions and in the development standards. This concludes my presentation, I'm available for any questions.

Question from Commissioner Helsley: As I look at this, I would like to ask a question in relation to the ordinance itself and it probably goes to counsel. As we relate to the opening statement in the ordinance for Title 22, where ambulance services within the unincorporated areas of Los Angeles counted, should we include there only the unincorporated urban areas?

Counsel: No, because this actually as he was saying, if there's a commercial zone within a rural area, this applies. You may actually be able to get an ambulance emergency service in Topanga or in other rural areas and that's -- you want that, so this

is supposed to be countywide all unincorporated, i was going to bring that up, in title 7, title 7 is really, really extensive in regulating ambulance services. That's where the licensing requirements come in. There is an entire section defining what rural response times are versus urban response times, all of that is already regulated, it's just done in title 7. This title 22 is the land use impact section, land use regulation, so I think you want the intent for this to be across unincorporated areas.

Vice-Chair Valadez; I'm ready to move on with a motion with respect to this, I move that the regional planning commission adopt the attached resolution and forward number R201202415 to the board of supervisors for consideration in a public hearing.

All Commissioners voted in favor of the request.

**RESOLUTION
REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES**

WHEREAS, the Regional Planning Commission of the County of Los Angeles conducted a public hearings on February 20, 2013 and April 24, 2013 for an amendment to Title 22 (Planning and Zoning) of the Los Angeles County Code relating to establishing a Ambulance Services Ordinance.

WHEREAS, the Commission finds as follows:

1. On July 17, 2012 the Board made a motion that the Department of Regional Planning revise Title 22 (Zoning Ordinance) to: 1) provide definitions of different types of emergency and nonemergency ambulance service facilities; 2) permit appropriate types of emergency ambulance service facilities to be located in specified commercial and manufacturing zones subject to a ministerial process; 3) provide appropriate permitting standards and processes applicable to nonemergency facilities in specified commercial and manufacturing zones; and 4) direct the Regional Planning Commission to conduct a public hearing and forward its recommendation on the proposed ordinance revisions to the Board for its consideration.
2. The Zoning Ordinance lists "ambulance services" as a service use in several commercial and industrial zones, but does not provide a definition of the use.
3. Ambulance services require a conditional use permit in zones Unlimited Commercial (C-3), Commercial Manufacturing (C-M), and Light Manufacturing (M-1). Ambulance services are permitted in zones Restricted Heavy Manufacturing (M-1½), Heavy Manufacturing (M-2), and Unclassified (M-3).
4. Division 2 of Title 7 of the County Code provides information on specific businesses that require business licenses. Title 7 includes Ambulances and Ambulettes. The proposed Title 22 amendment does not provide definitions of ambulance, ambulettes, or public agency but refers to the definitions in Title 7.
5. After researching ambulance facilities and consulting with the Department of Health Services, staff classified ambulance services into two categories: 1) ambulance services facility; and 2) ambulance emergency services facility.
6. The difference between ambulance services facilities and ambulance emergency facilities is that the ambulances at emergency service facilities are dispatched for the purpose of responding to emergency calls.
7. Expanding the definition of ambulance emergency service facilities to include "satellite offices" lessens the impacts to the surrounding neighborhoods. Satellite offices are smaller facilities that only have the ambulances and support facilities necessary to serve the adjacent neighborhoods. Adding development standards to the ordinance amendment allows approval by a ministerial process. This process improves the time required to obtain entitlements from the County.

8. The proposed amendment to Title 22 contains definitions of ambulance services facility and ambulance emergency services facility, and provides zones where the uses are permitted or conditionally permitted. Where Title 22 currently allows "ambulance services" either permitted or conditionally permitted will now apply to "ambulance services facility."
9. Ambulance services will be allowed in the following zones:

Use	C-H	C-1	C-2	C-3	C-M	M-1	M-1.5	M-2	M-3
Ambulance Services	N/A	N/A	N/A	CUP	CUP	CUP	P	P	P
Ambulance Emergency Services	CUP	CUP	P ¹	P ¹	P ¹	P ¹	P	P	P

10. The superscript in the use chart refers to a ministerial review of a emergency services facility project. The projects shall comply with the following, unless specifically modified by a conditional use permit: 1) no more than two ambulances may be located on-site at any one time; 2) a designated parking space shall be provided for each ambulance located on-site; 3) the Director shall send copies of the application to the County Departments of Health Services, Fire, Public Works and Sheriff for their review and comments; and 4) a site plan approved by the Director is required. In making a decision on the application, the Director shall consider any written comments that he receives from the Departments notified pursuant to the above.
11. The regulations within the proposed Ordinance expand and refine the existing regulations for ambulance services that are within the Zoning Ordinance. The specific regulations within the proposed Ordinance will supersede the general provisions related to ambulance services within the existing amendment.
12. The Department of Regional Planning has determined that a Negative Declaration is the appropriate environmental documentation under California Environmental Quality Act reporting requirements. Potential impacts were evaluated and determined to be insignificant.

THEREFORE, BE IT RESOLVED THAT the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles as follows:

1. Hold a public hearing to consider the proposed amendment to Title 22 (Planning and Zoning Ordinance) of the Los Angeles County Code relating to ambulance services;
2. That the Board certify completion of and approve the attached Negative Declaration and find that the amendment to Title 22 (Zoning Ordinance) of the Los Angeles County Code will not have a significant effect on the environment; and


3. That the Board adopt the amendment as recommended by this Commission and amend Title 22 accordingly, and determine that the amendment is consistent with the goals and policies of the Los Angeles County General Plan.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on April 24, 2013.



Rosie O. Ruiz, Secretary
Regional Planning Commission
County of Los Angeles

APPROVED AS TO FORM: OFFICE OF THE COUNTY COUNSEL

By 

Jill Jones, Deputy County Counsel
Property Division

ORDINANCE NO. Draft

An Ordinance amending Title 22 - Planning and Zoning of the Los Angeles County Code, relating to permitting ambulance services within the unincorporated areas of Los Angeles County.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.08.010 is amended to read as follows:

Chapter 22.08 - DEFINITIONS

22.08.010. A.

...

-- "Ambulance services facility" means a facility where business operations are conducted and ambulances or ambulettes, as defined in Title 7 of the County Code are located. Ambulances and ambulettes may be washed and maintained at these facilities. This is a 24-hour facility that may include sleeping facilities, locker room, restrooms with showers, and lunchroom.

-- "Ambulance emergency services facility" means a satellite ambulance services facility operated by a non-public agency where ambulances, as defined in Title 7 of the County Code, are located and dispatched by a public agency, as defined in Title 7 of the County Code, for the purpose of responding to emergency calls. This is a 24-hour facility that may include sleeping facilities, locker room, restrooms with showers, and lunchroom. Satellite offices shall not include ambulance washing or maintenance.

-- ...

SECTION 2. Section 22.28.060 is amended to read as follows:

Part 2 of Chapter 22.28 - C-H COMMERCIAL HIGHWAY ZONE

22.28.060 Uses subject to permits. Premises in Zone C-H may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and such permit is in full force and effect in conformity with the conditions of such permit for:

...

— Airports.

-- Ambulance emergency services facility

...

SECTION 3. Section 22.28.110 is amended to read as follows:

Part 3 of Chapter 22.28 - C-1 RESTRICTED BUSINESS ZONE

22.28.110 Uses Subject to Permits. Premises in Zone C-1 may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

...

2. Services.

-- Air pollution sampling stations.

-- Ambulance emergency services facility

...

SECTION 4. Section 22.28.130 is amended to read as follows:

Part 4 of Chapter 22.28 - C-2 NEIGHBORHOOD BUSINESS ZONE

22.28.130 Permitted Uses. Premises in Zone C-2 may be used for:

...

2. Services.

-- Air-pollution sampling stations.

-- Ambulance emergency services facility, subject to Section 22.52.2800

(Ambulance Emergency Services Facilities – Development Standards)

...

SECTION 5. Section 22.28.180 is amended to read as follows:

Part 5 of Chapter 22.28 - C-3 UNLIMITED COMMERCIAL ZONE

22.28.180 Permitted uses. Premises in Zone C-3 may be used for:

2. Services.

-- Air-pollution sampling stations.

-- Ambulance emergency services facility, subject to Section 22.52.2800

(Ambulance Emergency Services Facilities – Development Standards)

...

SECTION 6. Section 22.28.210 is amended to read as follows:

Part 6 of Chapter 22.28 – C-3 UNLIMITED COMMERCIAL ZONE

22.28.210 Uses subject to permits. Premises in Zone C-3 may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

...

-- Ambulance services facility.

...

SECTION 7. Section 22.28.230 is amended to read as follows:

Part 6 of Chapter 22.28 - C-M COMMERCIAL MANUFACTURING ZONE

22.28.230 Permitted uses. Premises in Zone C-M may be used for:

A. The following commercial uses:

...

2. Services.

-- Air-pollution sampling stations.

-- Ambulance emergency services facility, subject to Section 22.52.2800

(Ambulance Emergency Services Facilities – Development Standards)

...

SECTION 8. 22.52.260 is amended to read as follows:

22.28.260 - Uses subject to permits.

Premises in Zone C-M may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

...

-- Ambulance services facility

...

SECTION 9. 22.52.1920 is amended to read as follows:

Part 18 of Chapter 22.52 - MIXED USE DEVELOPMENTS

22.52.1920 - Use exceptions.

A. The commercial component of a mixed use development allowed pursuant to Section 22.52.1910, shall not include any of the following uses:

-- Ambulance services facility.

-- Ambulance emergency services facility.

...

SECTION 10. Part 27 is added to Chapter 22.52 as follows:

Part 27 of Chapter 22.52 – AMBULANCE EMERGENCY SERVICES

FACILITIES

22.52.2800 – Development standards.

The following are mandatory development standards for approval of ambulance emergency services facilities, unless specifically modified by a conditional use permit pursuant to Part 1 of Chapter 22.56.

A. No more than two ambulances may be located on-site at any one time;

B. A designated parking space shall be provided for each ambulance located on-site;

C. The Director shall send copies of the application to the County Departments of Health Services (Emergency Medical Services Agency), Fire, Public Works and Sheriff for their formal review and conceptual approval; and

D. A site plan approved by the Director is required. In making a decision on the application, the Director shall consider any written comments that he receives from the Departments notified pursuant to Subsection C above.

3/25/13

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning



Project title: Ambulance Services Ordinance, Project No R 2012-02415, LURT201200003, RENV20120251

Lead agency name and address: Los Angeles County Department of Regional Planning, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Karen Lafferty/Alyson Stewart (213)974-6432

Project sponsor's name and address: Los Angeles County Department of Regional Planning, 320 West Temple Street, Los Angeles, CA 90012

Project location: Countywide

APN: _____ **USGS Quad:** _____

Gross Acreage: Countywide

General plan designation: C (Major Commercial) and I (Major Industrial)

Community/Area wide Plan designation: Community equivalent land use designations to Major Commercial and Major Industrial

Zoning: C-H, C-1, C-2, C-3, C-M, M-1, M-1.5, M-2, M-3

Description of project: This project is an ordinance amendment to Title 22 of the Los Angeles County Code, Planning and Zoning, to add definitions of different types of ambulance service providers provide development standards for ambulance services and describes zones where such use is permitted or conditionally permitted.

The amendment classifies ambulance services into the following:

- Ambulance emergency and nonemergency services – headquarters: a base facility where business operations are conducted and ambulances or ambulettes, as defined in Title 7 of the County Code, may be located, dispatched from a public agency, as defined in Title 7 of the County Code, or an authorized emergency transportation operator requesting nonemergency services or emergency backup services. Ambulances and ambulettes may be washed and maintained at these facilities. This is a 24-hour facility that may include sleeping facilities, locker room, restrooms with showers, and lunchroom.
- Ambulance emergency services – satellite offices: a facility operated by an authorized emergency transportation operator where ambulances are located and dispatched from a public agency, as defined in Title 7 of the County Code. This is a 24-hour facility that may include sleeping facilities, locker room, restrooms with showers, and lunchroom. Satellite offices shall not include ambulance or ambulette washing or maintenance.

- Ambulance nonemergency services – satellite offices: a facility where ambulances or ambulettes are located and dispatched from a public agency, as defined in Title 7 of the County Code, or an authorized emergency transportation operator requesting nonemergency services or emergency backup services. This is a 24-hour facility that may include sleeping facilities, locker room, restrooms with showers, and lunchroom. Satellite offices shall not include ambulance or ambulette washing or maintenance.

In addition, authorized emergency transportation operator is also defined as ambulance emergency services must be operated by these operators.

- Authorized emergency transportation operator: a private ambulance company licensed by the County of Los Angeles that has been awarded a contract for providing emergency medical response in an exclusive operating area established by the Los Angeles County Emergency Medical Services (EMS) Agency and as identified in the EMS Plan approved by the California EMS Authority.

Currently, Title 22 permits “ambulance services” as a service use, but it is not defined. Therefore, all three types of ambulance service providers proposed in the ordinance amendment are currently processed the same way under Title 22, and are permitted as follows:

- Permitted in zones Restricted Heavy Manufacturing (M-1.5), Heavy Manufacturing (M-2), and Unclassified (M-3).
- Requires a Conditional Use Permit in zones Unlimited Commercial (C-3) and Commercial Manufacturing (C-M).

All authorized emergency transportation operators must respond to 911 calls within a certain response time. Therefore, to meet the response time requirement, emergency ambulance service providers must strategically place their facilities in locations throughout the unincorporated areas. However, based on the County’s current regulations in Title 22 regarding the zones in which ambulance service providers are allowed to locate their facilities, emergency ambulance service providers cannot always establish facilities in locations that allow them to meet the required response time. Ambulance services are currently not permitted in commercial zones where placement is often needed to meet required response times.

To improve ambulance services in the unincorporated areas of the County, so that emergency ambulance service providers can timely respond to emergency calls, Title 22 needs to be amended. Such amendments will take into consideration that adequate locations need to be identified for emergency ambulance service providers so the health and safety needs of the various communities can be met, while balancing the location of emergency and non-emergency ambulance services to ensure that any potential impacts to the surrounding neighborhoods are minimized. To minimize the impacts to the surrounding neighborhoods the definition of ambulance services has been expanded to include “satellite offices”, which are smaller facilities that only have the ambulances and support facilities necessary to serve the adjacent neighborhoods. Development standards have been added to the ordinance amendment so emergency facilities complying with these standards can be approved ministerially, shortening the approval time required by the County.

The proposed amendment dictates in what zones the different types of ambulance service providers are permitted or conditionally permitted as follows:

- Where Title 22 currently allows “ambulance services” either permitted or conditionally permitted will now apply to Ambulance Emergency or Nonemergency Services – Headquarters.

- The three types of ambulance services are permitted in manufacturing zones M-1.5, M-2, and M-3. Ambulance Emergency and Nonemergency Services – Headquarters: requires a Conditional Use Permit in Zones C-3, C-M and M-1
- Ambulance Emergency Services – Satellite Offices: requires a Conditional Use Permit in Zones C-H and C-1, permitted in Zones C-2, C-3, C-M and M-1 with development standards.
- Ambulance Nonemergency Services – Satellite Offices: requires a Conditional Use Permit in C-3, C-M and M-1.

The proposed amendment provides the following development standards for Ambulance Emergency Services – Satellite Offices:

1. The authorized emergency transportation operator must provide certification by a public agency to provide 911 response services;
2. No more than two ambulances may be located on-site at any one time;
3. A designated parking space shall be provided for each ambulance located on-site; and
4. A site plan approved by the Director is required. Along with the application materials required for a site plan, pursuant to Section 22.56.1680 (Application for review – information and documents required), a copy of the certification with a public agency is required.

In developing the ordinance, staff considered how adding this use to the C and M zones would affect other parts of Title 22. Part 18 of Chapter 22.52 (Mixed Use Development) allows mixed residential and commercial uses within the same building in Zones C-H, C-1, C-2, C-3, and C-M. An ambulance service provider in the same structure as residences would not be appropriate because ambulance services are 24-hour facilities. Because the facility operates 24 hours, the adjacent residents could hear noise from activity in the facility and the ambulances leaving from the parking lot. Therefore, all types of ambulance services are added to the commercial uses not permitted in a mixed use development. (Section 22.52.1920.A)

Ambulance services emergency or nonemergency satellite offices are rarely located in stand-alone buildings, but are located within existing commercial or industrial buildings or plazas. However, ambulance emergency and nonemergency services – headquarters, are usually in standalone buildings. Ambulance service facilities are similar to fire stations as fire stations are 24-hour facilities where service vehicles are located on-site, and the facilities include eating and sleeping facilities. For reference, fire stations are permitted by-right in Zones C-1, C-2, C-3, C-H, C-M and in all manufacturing zones, therefore it is appropriate to locate ambulance service facilities in these zones.

The regulations within the proposed Ordinance expand and refine the existing regulations for ambulance services that are within the Zoning Ordinance. The specific regulations within the proposed Ordinance will supersede the general provisions related to ambulance services within the existing amendment.

Surrounding land uses and setting: Countywide, primarily existing commercial and industrial zones

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

<i>Public Agency</i>	<i>Approval Required</i>
<u>County Department of Health</u>	_____
<u>Services</u>	_____
_____	_____

Major projects in the area:

Project/ Case No.

Description and Status

Reviewing Agencies:*Responsible Agencies*

- ☒ None
Regional Water Quality Control
Board:
☐ Los Angeles Region
☐ Lahontan Region
☐ Coastal Commission
☐ Army Corps of Engineers

Special Reviewing Agencies

- ☒ None
☐ Santa Monica Mountains
Conservancy
☐ National Parks
☐ National Forest
☐ Edwards Air Force Base
☐ Resource Conservation
District of Santa Monica
Mountains Area
☐

Regional Significance

- ☒ None
☐ SCAG Criteria
☐ Air Quality
☐ Water Resources
☐ Santa Monica Mtns. Area
☐

Trustee Agencies

- ☒ None
☐ State Dept. of Fish and Game
☐ State Dept. of Parks and
Recreation
☐ State Lands Commission
☐ University of California
(Natural Land and Water
Reserves System)

County Reviewing Agencies

- ☒ DPW:
- Land Development Division
(Grading & Drainage)
- Geotechnical & Materials
Engineering Division
- Watershed Management
Division (NPDES)
- Traffic and Lighting Division
- Environmental Programs
Division
- Waterworks Division
- Sewer Maintenance Division

- ☒ Fire Department
- Forestry, Environmental
Division
- Planning Division
- Land Development Unit
- Health Hazmat
☒ Sanitation District
☒ Public Health/Environmental
Health Division: Land Use
Program (OWTS), Drinking
Water Program (Private
Wells), Toxics Epidemiology
Program (Noise)
☒ Sheriff Department
☐ Parks and Recreation
☐ Subdivision Committee
☐

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

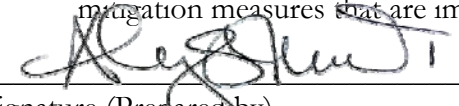
The environmental factors checked below would be potentially affected by this project.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture/Forest | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Services |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings
of Significance |
| <input type="checkbox"/> Geology/Soils | | |

DETERMINATION: (To be completed by the Lead Department.)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature (Prepared by)

1/16/13

Date


Signature (Approved by)

1/16/13

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
- 8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Have a substantial adverse effect on a scenic vista?

☐ ☐ ☒ ☐

The project is a proposed ordinance amendment that applies countywide and makes zoning allowances for ambulance services in all commercial and industrial zones. The majority of these zones are located on developed land in urbanized areas. All ambulance providers have headquarters, which usually are standalone buildings, and satellite offices, which are usually a suite within a commercial or industrial plaza. It is anticipated that any new construction related to the proposed ordinance amendment would be construction of a headquarters, not a commercial or industrial plaza where ambulance services are only a tenant. However, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. It is unlikely these zones be located within any County-designated scenic resource areas. Therefore, any impacts by this amendment to scenic vistas would be less than significant.

b) Be visible from or obstruct views from a regional riding or hiking trail?

☐ ☐ ☒ ☐

The proposed amendment only makes zoning allowances for ambulance service facilities in all commercial and industrial zones countywide. Facility projects developed pursuant to the proposed amendment are usually leased within existing commercial buildings or built on developed, urbanized land and would unlikely to be located where they may be visible from or obstruct views from regional riding and hiking trails. Therefore, any impacts by this amendment to a regional riding or hiking trail would be less than significant.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

☐ ☐ ☒ ☐

The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide. The majority of these zones are located on developed land in urbanized areas. All ambulance providers have headquarters, which usually are standalone buildings, and satellite offices, which are usually a suite within a commercial or industrial plaza. It is anticipated that any new construction related to the proposed ordinance amendment would be construction of a headquarters, not a commercial or industrial plaza where ambulance services are only a tenant. However, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Therefore, it is not anticipated that ambulance service facilities would be constructed on undeveloped land or areas. It is unknown where or when such facilities may be proposed, and any proposal to construct a facility would be analyzed separately under CEQA as part of project specific application and environmental review, which would need to consider the specific site's scenic resources further. Therefore, any impacts by this amendment to scenic resources would be less than significant.

d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other

☐ ☐ ☒ ☐

features?

The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide. A facility project developed pursuant to the proposed amendment would be subject to the same existing development standards for all uses in the commercial and industrial zones, including maximum lot coverage and height allowed, parking, and outdoor display and storage restrictions, along with additional standards specific for ambulance services-satellite offices regarding the number of ambulances that may be located on-site so that the impacts of vehicle storage are limited. The majority of these zones are located on developed land in urbanized areas. All ambulance providers have headquarters, which usually are standalone buildings, and satellite offices, which are usually a suite within a commercial or industrial plaza. It is anticipated that any new construction related to the proposed ordinance amendment would be construction of a headquarters, not a commercial or industrial plaza where ambulance services are only a tenant. However, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Therefore it is not anticipated that ambulance service facilities would be constructed on undeveloped land or areas. It is unknown where or when such facilities may be proposed, and any proposal to construct a facility would be analyzed separately under CEQA as part of project specific application and environmental review, which would need to consider the specific site's conditions further. Therefore, impacts to existing visual character or quality of the site and its surrounding would be less than significant.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?

☐☐☒☐

The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide. A facility project developed pursuant to the proposed amendment would be subject to the same existing development standards for all uses in the commercial and industrial zones, including maximum lot coverage and height allowed, parking, and outdoor display and storage restrictions. Any existing or new facilities would not be built at a height to cause substantial shadows or glare. Any facilities located within the Rural Outdoor Lighting District would need to comply with the Rural Outdoor Lighting District Ordinance which regulates the height, shielding and hours of operation of outdoor lighting. Therefore, impacts from shadows or glare would be less than significant.

2. AGRICULTURE / FOREST

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>The project is a proposed ordinance amendment that that will only apply to commercial and industrial zones, establishes development standards and dictates in what zones ambulance services are permitted or conditionally permitted. It does not involve a zone change, but does allow ambulance services to be developed in certain commercial zones where they were previously prohibited (zones C-H, C-1, and C-2). The zones where ambulance services are permitted or conditionally permitted are: C-H, C-1, C-2, C-3, C-M, M-1, M-1.5, M-2, and M-3. These properties do not include Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project would not result in the loss of farmland, and therefore, would have no impact.</u>				
b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>The proposed amendment will only apply to commercial and industrial zones and does not conflict with agricultural zones and agricultural opportunity areas. In addition, there are no commercially or industrially zoned properties in the County that are currently under Williamson Act contracts.</u>				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>The proposed amendment will only apply to commercial and industrial zones that are already privately owned and may be already developed and do not conflict with the zoning or cause the rezoning of forest lands or timberland.</u>				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>The proposed amendment will only apply to commercial and industrial zones that are already privately owned and may be already developed and will not cause the loss or conversion of forest lands to non-forest use.</u>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The commercial and industrial zones affected by this proposed amendment do not include any farmland or forest land. The amendment will not involve other changes that could result in conversion of Farmland to non-agriculture use or conversion of forest land to non-forest use. No farmland or agricultural use land will be converted to accommodate a non-agricultural use, such as ambulance services, and no forest lands will be converted to accommodate a non-forest use, such as ambulance services, therefore there will be no impact.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project is a proposed ordinance amendment that only makes allowances for ambulance services in the commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Ambulance services developed pursuant to the proposed amendment would be required to comply with existing Title 22 development standards and would be subject to all applicable air quality standards and requirements. In addition, the project will not increase densities. Therefore, the ordinance would not conflict with or obstruct implementation of air quality plans.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed amendment is not anticipated to increase emissions from what was considered for the existing land use and zoning designations. Ambulance service facilities developed pursuant to the proposed amendment would be required to comply with existing Title 22 development standards and would be subject to all applicable air quality standards and requirements. The project does not involve a zone change, but does allow ambulance services to be developed in certain commercial zones where they were previously prohibited (zones C-H, C-1, and C-2). The amendment would not violate any air quality standards or contribute substantially to a violation because fire stations are already permitted in the zone, and ambulances, as well as fire trucks, are permitted on fire department properties. Therefore it is not anticipated that the addition of ambulance services to the commercial and industrial zones would contribute substantially to the daily emission thresholds for those zones where ambulance services are permitted or conditionally permitted.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The amendment only makes allowances for ambulance services in the commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Ambulance services developed pursuant to the proposed ordinance would be required to comply with existing Title 22 development standards and would be subject to all applicable air quality standards and requirements. Therefore, it is not anticipated that the amendment would result in considerable increase of emissions exceeding pollution thresholds for the area.

d) Expose sensitive receptors to substantial pollutant concentrations?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones. The project does not involve a zone change, but does allow ambulance services to be developed in certain commercial zones where they were previously prohibited (Zones C-H, C-1, and C-2), in addition to continue allowing them in the C-3, C-M and all industrial zones. The is similar to fire stations as fire stations are 24-hour facilities where service vehicles are located on-site, and the facilities include eating and sleeping facilities. Fire stations are permitted by-right in Zones C-1, C-2, C-3, C-H, C-M and in all manufacturing zones. Ambulance service facilities developed pursuant to the proposed amendment would be required to comply with existing Title 22 development standards and all applicable air quality standards and requirements, and therefore would not subject sensitive receptors to substantial pollutants.

e) Create objectionable odors affecting a substantial number of people?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones. The ambulance service facility is a 24-hour facility where a small number of ambulances are located on-site until dispatched, as well as providing a small number of employees cooking, eating and sleeping facilities.. This use does not generate any substantial odors or create any objectionable odors that would affect a significant number of people, so impacts from odors would be less than significant.

4. BIOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?

☐ ☐ ☒ ☐

The proposed project is an ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide. The majority of these zones are located on developed land in urbanized areas, however, some commercial and industrial land are undeveloped, so there is potential that these resources are impacted. Satellite offices are usually tenants within commercial or industrial plazas; headquarters are usually standalone buildings and could be new construction. However, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Therefore it is not anticipated that ambulance service facilities would be constructed on undeveloped land or areas. These facilities are usually located where population and development exist. In addition, authorized emergency operators must meet response times of about nine minutes, so new construction would be anticipated to be in urbanized areas where population/development is more concentrated, and therefore it is anticipated that much less than 10 percent of these headquarter facilities could potentially be built in undeveloped/rural areas. In addition, all headquarter facilities constructed pursuant to this amendment would require a conditional use permit which would be subject to CEQA and would require an environmental review at a project-specific level to ensure that impacts are less than significant. Therefore, impacts to any species identified as a candidate, sensitive, or special status species are anticipated to be less than significant.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFG or USFWS?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of these zones are located on developed land in urbanized areas, however, some commercial and industrial land are undeveloped, so there is potential that these resources are impacted. Satellite offices are usually tenants within commercial or industrial plazas; headquarters are usually standalone buildings and could be new construction. However, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Therefore it is not anticipated that ambulance service facilities would be constructed on undeveloped land or areas. These facilities are usually located where population and development exist. In addition, authorized emergency operators must meet response times of about nine minutes, so new construction would be anticipated to be in urbanized areas where population/development is more concentrated, and therefore it is anticipated that much less than 10 percent of these headquarter facilities

could potentially be built in undeveloped/rural areas. In addition, all headquarter facilities constructed pursuant to this amendment would require a conditional use permit which would be subject to CEQA and would require an environmental review at a project-specific level to ensure that impacts are less than significant. Therefore, impacts to any sensitive natural communities identified in local, regional and federal plans, policies or regulations are anticipated to be less than significant.

c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. The majority of these zones are located on developed land in urbanized areas, however, some commercial and industrial land are undeveloped, so there is potential that these resources are impacted. Satellite offices are usually tenants within commercial or industrial plazas; headquarters are usually standalone buildings and could be new construction. However, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Therefore it is not anticipated that ambulance service facilities would be constructed on undeveloped land or areas. These facilities are usually located where population and development exist. In addition, authorized emergency operators must meet response times of about nine minutes, so new construction would be anticipated to be in urbanized areas where population/development is more concentrated, and therefore it is anticipated that much less than 10 percent of these headquarter facilities could potentially be built in undeveloped/rural areas. In addition, all headquarter facilities constructed pursuant to this amendment would require a conditional use permit which would be subject to CEQA and would require an environmental review at a project-specific level to ensure that impacts are less than significant. Therefore, impacts to any federally or state protected wetlands and waters of the United States are anticipated to be less than significant.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of these zones are located on developed land in urbanized areas, however, some commercial and industrial land is undeveloped, so there is potential that these resources are impacted. Satellite offices are usually tenants within commercial or industrial plazas; headquarters are usually standalone buildings and could be new construction. However, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Therefore it is not anticipated that ambulance service facilities would be constructed on undeveloped land or areas. These facilities are usually located where population and development exist. In addition, authorized emergency operators must meet response times of about nine minutes, so new construction would be anticipated to be in urbanized areas where population/development is more concentrated, and therefore it is anticipated that much less than 10 percent of these headquarter facilities could potentially be built in undeveloped/rural areas. In addition, all headquarter facilities constructed pursuant to this amendment would require a conditional use permit which would be subject to CEQA and would require an environmental review at a project-specific level to ensure that impacts are less than

significant. Therefore, impacts by interference to the movement, corridors or habitats of any native resident or migratory fish or wildlife species are anticipated to be less than significant.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. These zones are generally located on developed land in urbanized areas, and due to the very nature of needing to respond to service calls quickly, or for authorized emergency transportation providers within nine minutes, the ambulance service facilities are nearly always located on developed land in urbanized areas. If a facility project may be developed on a parcel that contains one or more existing oak trees to an extent that an impact to the dripline of such trees would occur, the project is required to apply for an Oak Tree Permit and conduct site-specific environmental review as part of a site plan or conditional use permit application. Therefore, the impacts by this amendment to oak woodlands and native trees will be less than significant.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. These zones are generally located on already developed land and along existing roads, and will not be near any Wildflower Reserve Areas. The ambulance services use, by its very nature of needing to respond to service calls quickly, or for authorized emergency transportation providers within nine minutes, are nearly always located on developed land in urbanized areas. Outside of these urbanized areas, a small number of commercial properties may be located within a mile of SEAs or SERAs. A conditional use permit is required for any land use placed within a mile of such areas. Headquarter facilities, which always require a conditional use permit, need to be located in a populated, urbanized area. A conditional use permit would be subject to CEQA and would require an environmental review at a project-specific level to ensure that impacts are less than significant. Therefore, the impacts to SEAs and SERAs will be less than significant. In the case of oak trees, any future impacts to within the dripline of one or more existing oak tree by a future project on a selected site as a result of this proposed amendment will need to apply for a Oak Tree Permit and conduct site-specific environmental review as part of a site plan or conditional use permit application. Therefore, impacts to the County's protected biological resources will be less than significant.

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Usually, these zones are located on developed land in urbanized areas, which are not near any special habitat conservation

areas. These uses will be placed on commercially and industrially zoned land that are designed to accommodate public service uses, therefore, there will be no impacts to any adopted state, regional, or local habitat conservation plans.

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5. CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?

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The project is a proposed ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. All future development pursuant to the proposed amendment would be required to comply with existing Title 22 development standards, along with additional standards specific for ambulance services facilities for authorized emergency transportation operators. There are approximately a dozen identified structures and resources on federal and state historical registers, and the majority is comprised of either historic routes or architecturally significant residential structures, both of which will not be affected by this amendment. These ambulance facilities would generally be located within existing commercial or industrial buildings or on developed land in urbanized areas so it is not expected there would be any ground disturbance and modifications will be limited to tenant improvements. If there is a potential for a headquarter facility to involve actual construction of a standalone building, separate site-specific CEQA review will be required as part of the required conditional use permit, which will assess any impacts to historic resources on the site. Therefore, impacts by this project to historic resources would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

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A facility project developed pursuant to the proposed amendment could be in proximity to archaeological resources. All future development pursuant to the proposed amendment would be required to comply with existing Title 22 development standards, along with additional standards specific for ambulance services facilities for authorized emergency transportation operators. These uses will be generally on developed land in urbanized areas. There may be some commercial and industrial properties in rural areas that may have existing archeological resources, but the use would be placed on developed land which is already disturbed, so any impacts to those properties will be less than significant. In cases where a land use or a zone requires a conditional use permit, site-specific environmental analysis will be conducted prior to permit approval.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?

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A facility project developed pursuant to the proposed amendment could be in proximity to geologic or paleontological resources. All future development pursuant to the proposed amendment would be required to comply with existing Title 22 development standards, along with additional standards specific for ambulance service facilities for authorized emergency transportation operators. Usually, these zones are located on developed land in urbanized areas, for which the impacts will be less than significant. There may be some commercial and industrial properties in rural areas that may have existing geological resources, but the proposed uses are likely to be placed on land that may already been developed and already disturbed, so any impacts to those properties are likely to be less than significant. In cases where a land use or a zone

requires a conditional use permit, site-specific environmental analysis will be conducted prior to permit approval.

d) Disturb any human remains, including those interred outside of formal cemeteries?

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A facility project developed pursuant to the proposed amendment could be located on property that may contain unknown human remains. All future development pursuant to the proposed amendment would be required to comply with existing Title 22 development standards, along with additional standards specific for ambulance service facilities for authorized emergency transportation operators. The majority of these zoned properties are located on developed land in urbanized areas that may have been previously disturbed, in which the impacts will be less than significant. There may be some commercial and industrial properties in rural areas, but the proposed uses will likely be placed on land that may already been developed and already disturbed, so any impacts to those properties will be less than significant. In cases where a land use or a zone requires a conditional use permit, site-specific environmental analysis will be conducted prior to permit approval. In the unlikely event of accidental discovery of human remains, project development would be subject to all applicable laws and regulations including notifying the County coroner and law enforcement.

6. ENERGY

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?

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The proposed project is a ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. All future development pursuant to the proposed amendment would be required to comply with existing Title 22 development standards, along with additional standards specific for ambulance services facilities for authorized emergency transportation operators. The majority of ambulance service facilities will be placed in leased spaces within existing structures. However, in the case a new building is proposed to be built to house a facility, then it is required to comply with the applicable provisions of the County and State Green Building Ordinance and Drought Tolerant Landscaping Ordinance, so there will be no conflicts.

b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. All future development pursuant to the proposed amendment would be required to comply with existing Title 22 development standards, along with additional standards specific for ambulance services facilities for authorized emergency transportation operators. The majority of ambulance service facilities will be placed in leased spaces within existing structures. However, in the case of a new building is proposed to be built to house a facility, then it is required to comply with the applicable provisions of the Green Building Ordinance and Drought Tolerant Landscaping Ordinance. Depending on the size of the facility proposed, the Green Building Ordinance, Title 24, and CALGreen may require the developer of the new commercial development to provide energy-saving features, including:

- specified parking for clean air vehicles,
- a 20% reduction of potable water use within buildings,
- a 50% construction waste diversion from landfills,
- use of building finish materials that emit low levels of volatile organic compounds, and

With incorporation of the efficient energy consumption measures required of by the Green Building Ordinance, Title 24, and CALGreen, impacts are anticipated to be less than significant.

7. GEOLOGY AND SOILS

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.

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The proposed project is a countywide ordinance amendment. The entirety of the County is within a seismically active region, so a proposed facility developed pursuant to this amendment could be developed or placed near a known earthquake fault or active seismic area. The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. All future development pursuant to the proposed amendment would be required to comply with existing Title 22 development standards. The majority of ambulance service facilities will be placed in leased spaces within existing legal structures built to code. However, in the case if a new building is proposed to be built to house a facility, then it is required to comply with all state and local building code requirements to ensure structural integrity. Any ambulance services that require a conditional use permit will undergo separate site-specific environmental review prior to permit approval to ensure integrity will be maintained in relation to the geological conditions of the site.

ii) Strong seismic ground shaking?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. All future development pursuant to the proposed ordinance would be subject to existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. A proposed facility developed pursuant to this amendment could be subject to strong seismic shaking, and although any impacts from seismic shaking cannot be entirely avoided, compliance with all state and local building code requirements to ensure structural integrity will minimize those impacts. The majority of ambulance service facilities will be in leased spaces in existing buildings built to code. However, in the case if a new building is proposed to be built to house a facility, then it is required to comply with all state and local building code requirements to ensure structural integrity. Any ambulance services that require a conditional use permit will undergo separate site specific environmental review prior to permit approval to ensure integrity will be maintained in relation to the geological conditions of the site.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?

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~~A proposed facility project developed pursuant to this ordinance could be subject to seismic-related ground~~

~~failure, including liquefaction and lateral spreading, and any impacts will be unavoidable (meaning? This would suggest significant impact?). Although much of the County are within liquefaction zones, not all commercial or industrial sites fall within these liquefaction zones (the question covers more than just liquefaction and this is already covered in the first sentence). The proposed ordinance only makes zoning allowances for ambulance service facilities in commercial and industrial zones, they are similar to fire stations that are currently permitted in those zones. All future development pursuant to the proposed Ordinance would still be subject to the same existing development standards for the commercial and industrial zones, including maximum lot coverage and height allowed, parking, and outdoor display and storage restrictions. All new development will be required to comply with all state and local building code requirements to ensure structural integrity. In addition, any ambulance services that require a conditional use permit will undergo environmental review and site specific mitigation as part of the process prior to permit approval. See comment a. i)~~ The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones, they are similar to fire stations that are currently permitted in those zones. All future development pursuant to the proposed ordinance would be subject to existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. A proposed facility developed pursuant to this amendment could be subject to seismic-related ground failure, and although any impacts from ground failure may not be entirely avoided, compliance with all state and local building code requirements to ensure structural integrity will minimize those impacts. The majority of ambulance service facilities will be within leased spaces built to code. However, in the case if a new building is proposed to be built to house a facility, then it is required to comply with all state and local building code requirements to ensure structural integrity. Any ambulance services that require a conditional use permit will undergo separate site specific environmental review prior to permit approval to ensure integrity will be maintained in relation to the geological conditions of the site.

iv) Landslides?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Landslides do occur throughout the County (particularly in the mountains and foothill areas), but the majority of suitable commercial or industrial sites to accommodate a facility project are located on developed urbanized areas that are usually not within areas that are subject to landslides. The majority of ambulance service facilities will be within leased spaces built to code. However, in the case if a new building is proposed to be built to house a facility, then it is required to comply with all state and local building code requirements to ensure structural integrity. Any ambulance services that require a conditional use permit will undergo separate site specific environmental review prior to permit approval to ensure integrity will be maintained in relation to the geological conditions of the site.

b) Result in substantial soil erosion or the loss of topsoil?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Such facilities would generally be located in developed, urbanized areas. Satellite offices will be in leased spaces within existing buildings, and will not propose any grading. Headquarter facilities, if there is the chance that new construction is proposed, will be required to comply with all state and local building code requirements and standard construction practices, including the National Pollutant Discharge Elimination System (NPDES) and Low Impact Development Ordinance. In addition, any ambulance services that require a conditional use permit will undergo site-specific environmental review prior to permit approval to ensure integrity will be maintained in relation to the geological conditions of the site.

c) Be located on a geologic unit or soil that is

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unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Such facilities would generally be located in developed, urbanized areas. Satellite offices will be in leased spaces within existing buildings, and will not propose any grading. Headquarter facilities, if there is the chance that new construction is proposed, will be required to comply with all state and local building code requirements and standard construction practices. Any major grading would require the filing for a grading permit per the LA County Grading Ordinance, in which mitigation measures may or will be implemented. In addition, any ambulance services that require a conditional use permit will undergo site-specific environmental review prior to permit approval to ensure integrity will be maintained in relation to the geological conditions of the site. .

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. A proposed facility developed pursuant to this amendment could potentially be developed on expansive soil, but the facilities would generally be located in developed, urbanized areas. All future development pursuant to the proposed amendment would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. Satellite offices will be placed in leased spaces within existing legal structures built to code. However, in the case if a new building is proposed to be built to house a facility, then it is required to comply with all state and local building code requirements to ensure structural integrity. Any ambulance services that require a conditional use permit will undergo separate site specific environmental review prior to permit approval to ensure integrity will be maintained in relation to the geological conditions of the site

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Such facilities would generally be located in developed, urbanized areas, with existing sewer infrastructure in place, and will not be placed in very remote areas with no established waste water disposal systems for public use, because installing septic tanks or alternative disposal systems can be very costly . In addition, any ambulance services that require a conditional use permit will undergo spite-specific environmental review prior to permit approval.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Such facilities would generally be located in developed, urbanized areas, and would generally not be located in hillside areas. All future development pursuant to the proposed amendment would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for

authorized emergency transportation operators. No density is proposed with the land use. Therefore, it is anticipated that there will be no impacts and no conflicts with existing plans for hillside areas.

8. GREENHOUSE GAS EMISSIONS

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards; the proposed use is similar to other uses permitted in these buildings or plazas in terms of intensity and emissions. These facilities would occupy existing spaces in existing buildings, rather than adding additional area to these buildings and CHG would be less than significant. Ambulance headquarter building are usually standalone buildings, and could involve new construction; however, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Any new construction would be subject to current Title 22 development standards and would also be subject to green building standards and current building codes that promote energy efficiency. As emissions from these facilities are expected to be similar to other uses that are currently permitted, GHG emissions for these facilities are anticipated to be less than significant as well.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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The proposed ordinance only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards; the proposed use is similar to other uses permitted in these buildings or plazas in terms of intensity and emissions. These facilities would occupy existing spaces in existing buildings, rather than adding additional area to these buildings and CHG would be less than significant. Ambulance headquarter building are usually standalone buildings, and could involve new construction; however, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Any new construction would be subject to current Title 22 development standards and would also be subject to green building standards and current building codes that promote energy efficiency that helps in the reduction of GHG emissions. Therefore, it is not anticipated there will be any conflicts with any applicable plan, policy, or regulation for reducing greenhouse gas emissions.

9. HAZARDS AND HAZARDOUS MATERIALS

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

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The proposed project is a countywide zoning ordinance that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Ambulances and its facilities, both emergency and non-emergency, may store and transport oxygen (O₂) and nitrogen (N₂ and N₂O) gas tank cylinders for medical use, although the amount needed is limited to just a few tank cylinders at one time. As such compressed gases may be highly flammable if only in very close proximity to ignition sources, there are established federal DOT and OSHA guidelines on the safe storage, handling, and transport of compressed gas, which these facilities would be subject to compliance, so the risks will be managed. No other hazardous materials or waste are expected for operation of this use. Use of hazardous materials during construction to accommodate the use will not pose any greater risks to the public and environment than construction for all other permitted uses. New construction would be subject to any applicable laws or requirements regarding hazardous materials and would be similarly managed in construction practice typical in the construction of other permitted uses. Therefore, the impacts will be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?

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Ambulances and its facilities, both emergency and non-emergency, may store and transport oxygen (O₂) and nitrogen (N₂ and N₂O) gas tank cylinders for medical use, although the amount needed is limited to just a few tank cylinders at one time. As such compressed gases may be highly flammable if only in very close proximity to ignition sources, there are established federal DOT and OSHA guidelines and training on the safe storage, handling, and transport of compressed gas which these facilities are subject to compliance, so the risks will be managed. No other hazardous materials or waste are expected for this use. Any accidental release of such gases themselves (if not near an ignition source) will not pose any significant risk to the public and the environment. Therefore, impacts are anticipated to be less than significant with respect to accidental release of hazardous materials or waste into the environment.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

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Ambulance facilities, both emergency and non-emergency, may be located within a quarter-mile from sensitive land uses (schools, hospitals, parks, etc.). Ambulances and its facilities, both emergency and non-emergency, may store and transport oxygen (O₂) and nitrogen (N₂ and N₂O) gas tank cylinders for medical use, although the amount needed is limited to just a few tank cylinders at one time. As such compressed gases may be highly flammable if only in very close proximity to ignition sources, there are established

federal DOT and OSHA guidelines and training on the safe storage, handling, and transport of compressed gas which these facilities are subject to compliance, so the risks will be managed. No other hazardous materials or waste are expected for this use. Therefore, impacts from handling compressed gases, with proper training, will be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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Ambulance facilities, as it is countywide, both emergency and non-emergency, may be located near or on a site included on a list of hazardous materials. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards and previously addressed the hazardous materials on the site. New headquarters might be constructed, however headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Future facilities would be required to comply with all applicable laws or regulations in order to operate within a contaminated site. Any ambulance services that require a conditional use permit will undergo separate site specific environmental review prior to permit approval to ensure the project would not create a significant hazard to the environment. Therefore, the amendment will have no impact.

e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

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Ambulance facilities, as it is countywide, both emergency and non-emergency, may be located near airports. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed, however headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. Therefore, it is expected that it would not create an obstruction to airplanes taking off or landing at a nearby airport. The facility will not create interfere or malfunction to air traffic communication that creates a hazard as any radio channel ambulance provider uses have been approved by the County to not interfere with other uses communication. The ambulance facilities do not contain any other equipment or electronics that would interfere with air traffic communications as the facilities are essentially offices with the addition of eating and sleeping facilities. Therefore, it is anticipated that impacts will be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

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Ambulance facilities, both emergency and non-emergency, may be located near private airstrips; The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed, however headquarter facilities only account for approximately 10 percent of any ambulance

providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. The facility will not create interfere or malfunction to air traffic communication that creates a hazard as any radio channel ambulance provider uses have been approved by the County to not interfere with other uses communication. The ambulance facilities do not contain any other equipment or electronics that would interfere with air traffic communications as the facilities are essentially offices with the addition of eating and sleeping facilities. Therefore, it is anticipated that impacts will be less than significant.

g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

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Ambulance facilities, as emergency responders, are integral to executing adopted emergency response plans and emergency evacuation plans, and without these uses, such plans may not be successfully carried out. In fact, it only enhances those plans by allowing these uses in more zones than is currently the case. Therefore, there will be no conflict or interference with adopted emergency response plans and emergency evacuation plans.

The Office of Emergency Management is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The OEM is the day-to-day Los Angeles County Operational Area coordinator for the County. The emergency response plan for the unincorporated areas of the county is the Operational Area Emergency Response Plan (OAERP), which is prepared by OEM. The OAERP strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County. The county has also prepared a Local All Hazards Mitigation Plan to be in compliance with federal law and to be eligible for disaster funding. Figure 9.7 of the Safety Element of the draft General Plan depicts the County's fire disaster routes and Figure 9.9 depicts the County's designated Disaster routes. These figures identify the routes that emergency responders are likely to take when responding to an emergency scenario, the routes that residents will be funneled toward to exit an area affected by a disaster, and the field facilities that will be used by emergency responders to coordinate their activities.

Resources:

- County Operational Area Emergency Response Plan (OAERP) - http://file.lacounty.gov/bc/q2_2006/cms1_043521.pdf
- County Local All Hazards Mitigation Plan - <http://lacoa.org/hazmit.htm>
- Draft General Plan, Safety Element, Figures 9.7 and 9.9 (anticipated to go into effect sometime in late 2013).

h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a Very High Fire Hazard Severity Zones (Zone 4)?

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ii) within a high fire hazard area with inadequate access?

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iii) within an area with inadequate water and

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pressure to meet fire flow standards?

iv) within proximity to land uses that have the potential for dangerous fire hazard?

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The proposed ordinance only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Suitable commercial and industrial zoned sites for this use will be in developed, urbanized areas with existing water supply systems, and which will not be near any high fire hazard area or very high fire hazard severity zones. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards; the proposed use is similar to other uses permitted in these buildings or plazas. Ambulance headquarter building are usually standalone buildings, and could involve new construction; however, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Any new construction would be subject to current Title 22 development standards, plus County and State Building and Fire Codes, and any new construction that requires a conditional use permit will undergo site-specific environmental analysis to ensure that placement of a facility will minimize all fire hazards from the site's surroundings, including adjacent land uses that may pose fire hazards. Therefore the fire hazard risks will be less than significant.

i) Does the proposed use constitute a potentially dangerous fire hazard?

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Ambulances and its facilities, both emergency and non-emergency, by themselves do not constitute a potentially dangerous fire hazard. However, they may store and transport oxygen (O2) and nitrogen (N2 and N2O) gas tank cylinders for medical use. Such compressed gases may be highly flammable, if only in very close proximity to ignition sources. There are established federal DOT and OSHA guidelines on the safe storage, handling, and transport of compressed gas, which the facilities would be subject to, so the risks will be managed. No other hazardous materials or waste are expected for this use. If safe storage and handling are followed, the facility will pose a less than significant fire hazard.

10. HYDROLOGY AND WATER QUALITY

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial; they are similar to fire stations that are currently permitted in those zones. Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land with existing wastewater infrastructure. Some ambulance headquarter facilities may require water to wash down their service vehicles, which may have some impacts with discharge that may include dirt and soap. However, satellite office facilities only require water used for normal office and sleeping facility use, and would likely not violate any water quality standards and waste discharge requirements. In addition, ambulance service headquarter facilities will require a conditional use permit in all commercial zones, and site-specific environmental analysis will be conducted prior to permit approval to address and mitigate, if any, the potential impacts to water quality, which may be a result of vehicle washing or otherwise from a site, which may include compliance with applicable wastewater treatment standards maintained by the Regional Water Quality Control Board, including obtaining WDR or NPDES permits, if applicable. In unincorporated Los Angeles County, any facility project that proposes new construction would also be required to comply with the requirements of the Low-Impact Development Ordinance, as well as the requirements of the County's Standard Urban Stormwater Management Plan (SUSMP) in order to control and minimize potentially polluted runoff. Because all projects are required to comply with these requirements in order to obtain construction permits and certificates of occupancy, they would have less than significant impacts on any nonpoint source requirements.

While the water quality standards and prescriptive actions in any two regions may differ, a proposed project would be required to comply with all wastewater discharge requirements identified by the applicable basin plan as well as additional wastewater discharge requirements adopted by Los Angeles County. Therefore, it is not anticipated that any proposed project would significantly violate any water quality or waste discharge requirements as the proposed project would be required to comply with these standards and those of the National Pollutant Discharge Elimination System in order to obtain construction permits and/or certificates of occupancy.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Suitable commercial and industrial zoned sites for the proposed land use are generally on developed,

urbanized land with existing groundwater supply infrastructure. Some ambulance headquarter facilities may require water to wash down their service vehicles on a weekly basis, which may not be substantial enough to create a substantial deficient in groundwater supply. Satellite office facilities, which will be leased in existing buildings, only require water used for normal office and sleeping facility use, and would not likely require any substantial amounts of water. Nonetheless, all facility projects proposing new construction would be required to comply with Title 32 (County Green Building Code) with respect to the use of groundwater on site.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land with established drainage patterns. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed, however headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. These developments will be on developed land with established drainage systems, and therefore would not cause substantial erosion or siltation. Additionally, the new facilities will undergo site-specific environmental analysis prior to approval of a required conditional use permit, for compliance with the National Pollutant Discharge Elimination System, the County's Low Impact Development Ordinance, and the Los Angeles County Stormwater Ordinance.

The Los Angeles Regional Water Quality Control Board addresses on-site drainage through its construction, industrial and municipal permit programs. These permits require measures to minimize or prevent erosion and reduce the volume of sediments and pollutants in a project's runoff and discharges based upon the size of the project site. The proposed project would be required to comply with any applicable permit(s) and associated measures as well as comply with the County's Standard Urban Stormwater Mitigation Plan (SUSMP) for reducing erosion or siltation. The National Pollutant Discharge Elimination System, the County's Low Impact Development Ordinance, and the Los Angeles County Stormwater Ordinance, employ measures to reduce the amount of polluted runoff which would also be complied with as discussed above. Therefore the impacts from erosion and siltation will be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land which would not likely alter or in any way affect existing drainage patterns. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed,

however headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. These developments will be on developed land with established drainage systems, and therefore would not cause substantial flooding. Additionally, the new facilities will undergo site-specific environmental analysis prior to approval of a required conditional use permit, for compliance with the National Pollutant Discharge Elimination System, the County's Low Impact Development Ordinance, and the Los Angeles County Stormwater Ordinance.

The Los Angeles Regional Water Quality Control Board addresses on-site drainage through its construction, industrial, and municipal permit programs. These permits require measures to minimize or prevent a project's runoff and discharges based upon the size of the project site. The proposed project would be required to comply with any applicable permit(s) and associated measures as well as comply with the County's Standard Urban Stormwater Mitigation Plan (SUSMP) for reducing runoff. The National Pollutant Discharge Elimination System, the County's Low Impact Development Ordinance, and the Los Angeles County Stormwater Ordinance, employ measures to reduce the amount of polluted runoff which would also be complied with as discussed above. Therefore the impacts from drainage alterations and runoff will be less than significant.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land with established drainage systems, which would not contribute significantly to run-off. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed, however headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. These developments will be on developed land with established drainage systems, and therefore would not cause substantial run-off that would exceed the systems' capacity. Additionally, the new facilities will undergo site-specific environmental analysis prior to approval of a required conditional use permit, for compliance with the National Pollutant Discharge Elimination System, the County's Low Impact Development Ordinance, and the Los Angeles County Stormwater Ordinance. Therefore the impacts from drainage system capacities from runoff will be less than significant.

f) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land with established drainage systems, which would not contribute significantly to run-off that

would affect surface or groundwater quality. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed, however headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. These developments will be on developed land with established drainage systems, and therefore would not cause substantial run-off that affects surface or groundwater quality. Additionally, the new facilities will undergo site-specific environmental analysis prior to approval of a required conditional use permit, for compliance with the National Pollutant Discharge Elimination System, the County's Low Impact Development Ordinance, and the Los Angeles County Stormwater Ordinance. Therefore the impacts from construction and post-construction run-off affecting surface and groundwater quality will be less than significant.

g) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed, however headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators and the County's Low Impact Development Ordinance. Additionally, the new facilities will undergo site-specific environmental analysis prior to approval of a required conditional use permit, to ensure compliance with the County's Low Impact Development Ordinance. Therefore, it is not anticipated that the facility projects pursuant to this amendment will conflict with the County's Low Impact Development Ordinance.

The Los Angeles County Low Impact Development Ordinance is designed to promote sustainability and improve the County's watersheds by preserving drainage paths and natural water supplies in order to retain, detain, store, change the timing of, or filter stormwater or runoff. The ordinance applies to practically all development within the unincorporated county except for:

- Any development with a complete permit application that was filed prior to January 1, 2009;
- Any development involving emergency construction activities required to immediately protect public health and safety; and,
- Public road and flood control infrastructure developments.

As all projects, except for the exemptions noted, are required to comply with the requirements of the Low Impact Development Ordinance, the projects developed pursuant to this amendment would not result in any impacts.

h) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?

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Suitable commercial and industrial zoned sites to accommodate ambulance service facilities in the County are generally on developed land, and all will be on the mainland. All the Areas of Special Biological Significance identified by SWRCB in Los Angeles County are located on islands off the coast. Therefore,

the project will have no impact to the Areas of Special Biological Significance.

- i) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)? ☐ ☐ ☐ ☒

The commercial and industrial zones in the County are generally on developed land. Ambulance facilities satellite offices generally lease in existing buildings. However, any new construction to establish a headquarter facility will be connected to the public stormwater system, and will not need private on-site wastewater systems and will not need to be in proximity to bodies of water for discharge. Therefore, there will be no impacts to surface and groundwater drainage courses.

- j) Otherwise substantially degrade water quality? ☐ ☐ ☒ ☐

The commercial and industrial zones in the County are generally on developed land. Ambulance facilities satellite offices generally lease in existing buildings already developed and any proposed new construction for headquarter facilities are required to comply with all Title 22 regulations. Both facility types do not require substantial amounts of water. Also, any new construction to develop a headquarter facility will be connected to the public stormwater system and will comply with the County's LID ordinance, and all other federal and state regulations regarding water quality and will undergo site-specific environmental analysis to ensure water quality is maintained. Therefore, any impacts to water quality will be less than significant.

- k) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain? ☐ ☐ ☐ ☒

The commercial and industrial zones in the County are generally on developed land. Even though there may be sleeping and eating facilities in connection with an ambulance facility, they are not considered permanent housing. Other than that, no housing is proposed in conjunction with ambulance service, so there will be no impacts to floodplains.

- l) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain? ☐ ☐ ☒ ☐

Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land, with the very large majority not within any 100-year flood hazard area or floodplain. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed, however headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. The buildings required to house ambulance facilities do not need to be very large (10,000 square feet) and therefore would not impose in any way to redirect flood flows. So, it is anticipated that impacts from potential obstruction or redirection of flood flows will be less than significant.

- m) Expose people or structures to a significant risk of ☐ ☐ ☒ ☐

**loss, injury or death involving flooding, including
flooding as a result of the failure of a levee or dam?**

Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed, however headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. Additionally, the new facilities will undergo site-specific environmental analysis prior to approval of a required conditional use permit, to ensure that any impacts from inundation due to a dam failure will be minimized. Therefore, the risks from flooding as a result of dam or levee failure will be less than significant.

**n) Place structures in areas subject to inundation by
seiche, tsunami, or mudflow?**

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Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land. With the exception of Marina Del Rey, almost all of the commercial and industrial land in the County are not located near the coasts, and therefore will not be subject to tsunami risks. Marina Del Rey is governed by its own Specific Plan, for which this amendment will not apply. The sites to accommodate this land use will be on urbanized infill areas and not likely be placed in hillside areas where there are higher risks from mudflows. Therefore, there will be no impacts as a result of a tsunami, and any impacts from mudflows will be less than significant.

11. LAND USE AND PLANNING

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

a) Physically divide an established community?

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The proposed project is a countywide zoning ordinance that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed, however headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. Additionally, the new facilities will undergo site-specific environmental analysis prior to approval of a required conditional use permit, to ensure compliance with all applicable regulations and to minimize environmental impacts. They do not employ a large number of employees. Any projects pursuant to this ordinance will not physically divide a community, so there will be no impact.

b) Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?

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Currently, ambulance services are permitted only in zones C-3, C-M and M-1 with a conditional use permit and permitted in zones M-1.5, M-2 and M-4; however, it has similar impacts as fire stations, which are permitted by-right in all commercial and industrial zones countywide. Ambulance services is a public service use that is consistent with a commercial or industrial land use designations, they are a nonresidential use. Therefore, allowing ambulance services in all additional zones (C-H, C-1, and C-2) will not be inconsistent with any applicable County general, specific, coastal, area or community plans. Additionally, many such plans include adequate emergency and public service responses in their goals, so expanding this use will be consistent with those goals. In the Safety Element of the 1980 General Plan, there is a policy to improve as needed disaster preparedness and emergency response capabilities under the goal of Protection, and expanding ambulance services into more zones will support that policy.

c) Be inconsistent with the County zoning ordinance as applicable to the subject property?

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Currently, ambulance services are permitted only in zones C-3, C-M and M-1 with a conditional use permit and permitted in zones M-1.5, M-2 and M-4; however, it has similar impacts as fire stations, which are permitted by-right in all commercial and industrial zones countywide. Ambulance services is a public service use that is consistent with a commercial land use designation as it is a nonresidential use. Ambulance services are operated similarly to fire stations, with call-in dispatch offices, eating and sleeping facilities, storage of ambulance vehicles on-site, occasional washing of such vehicles, and providing necessary emergency medical care, if applicable. Therefore, allowing this use in additional zones C-H, C-1 and C-2, where fire stations are already permitted by-right, will not be inconsistent with the County Zoning Ordinance.

**d) Conflict with Hillside Management criteria,
Significant Ecological Areas conformance criteria, or
other applicable land use criteria?**

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The proposed ordinance amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Suitable commercial and industrial zoned sites for the proposed land use are generally on developed, urbanized land. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed; however, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. They will generally not be located within a SEA or a HM area. Also, no density is proposed in connection with the proposed use. Therefore, it is not anticipated that there will be conflicts with the SEA and HM Ordinances and there will be no impacts.

12. MINERAL RESOURCES

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The commercial and industrial zones in the County are generally on developed land. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed; however, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. Additionally, the new facilities will undergo site-specific environmental analysis prior to approval of a required conditional use permit, to ensure that access to any known mineral resource that is of significant economic value to the State would not be blocked. However, in most cases with new construction involving such facility projects, the site required to accommodate the use would be on small infill lots, and any access to mineral resources on those lots would have been too limited to provide much economic benefit. Therefore, any loss of availability of mineral resources of State value would be less than significant.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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The proposed project is a countywide ordinance that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The commercial and industrial zones in the County are generally on developed land. The ambulance service satellite facilities will be located in existing commercial or industrial buildings or plazas that would have been constructed to existing development standards. New headquarters might be constructed; however, headquarter facilities only account for approximately 10 percent of any ambulance providers facilities. Such new development would be required to comply with existing Title 22 development standards, plus additional standards for ambulance service facilities for authorized emergency transportation operators. Additionally, the new facilities will undergo site-specific environmental analysis prior to approval of a required conditional use permit, to ensure that access to any known local mineral resource that is of significant economic value to the County would not be blocked. However, in most cases with new construction involving such facility projects, the site required to accommodate the use would be on small infill lots, and any access to such mineral resources on those lots would have been too limited to provide much economic benefit. Therefore, any loss of availability of mineral resources of local value would be less than significant.

13. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project result in:

a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?

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The proposed project is an ordinance amendment to allow ambulance services in commercial and industrial zones. The proposed use (emergency facilities, both headquarter and satellite) pursuant to this proposed amendment will involve ambulance vehicles that may have sirens. Section 12.08.390 of the Noise Ordinance in Title 12 of the County Code (Environmental Protection) limits “amiable” noise to 60 dBs daytime, and 55 dBs nighttime in commercial areas, and 70 dBs in industrial areas. According to one service provider, ambulance sirens produce an average noise level of 90 dBs if heard 30 feet away from the sirens. This may exceed the amiable noise levels for both daytime and nighttime in commercial areas. However, the impacts from the high noise levels are on par with fire stations, a use which is permitted in all commercial and industrial zones. It is not a continuous noise level nor a stationary noise source, but rather a mobile noise source that may occur up to 10 minutes several times per day depending on the distance driven from the facility and the number of emergency calls to the facility. The intent of the sirens is to warn motor vehicles on the street to immediately make clear a path for the emergency vehicles to get from the facility to their targeted destinations as quickly as possible. Section 12.08.570.A and B exempts emergency sirens, for the intent of alerting or warning people of emergency work or public safety, from the Noise Ordinance, so the impacts will be less than significant. There will be no other noise source that would expose receptors to excessive noise levels, so there will be no impacts.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

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The proposed use (emergency facilities, both headquarter and satellite) pursuant to this proposed amendment will only involve ambulance vehicles that may use sirens, an aboveground mobile noise source. The proposed use will not generate any other noise or vibration, so there will be no impacts from excessive groundborne noise or vibration levels. However, there may be some noises and vibrations involved during construction or remodeling of buildings to accommodate this use, but the impacts will be temporary. Any construction or remodeling would be required to comply with the requirements of the Noise Ordinance (Section 12.08.440), so the impacts will be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?

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The proposed use (emergency facilities, both headquarter and satellite) pursuant to this proposed amendment will involve ambulance vehicles that may have sirens. Section 12.08.390 of the Noise Ordinance in Title 12 of the County Code (Environmental Protection) limits “amiable” noise to 60 dBs

daytime, and 55 dBs nighttime in commercial areas, and 70 dBs in industrial areas. According to one service provider, ambulance sirens produce an average noise level of 90 dBs if heard 30 feet away from the sirens. This may exceed the amiable noise levels for both daytime and nighttime in commercial and industrial areas. However, the impacts from the high noise levels are on par with fire stations which are permitted in commercial and industrial zones. The permanent ambience noise level may increase with the location of the facility, with the frequency of sirens of up to 10 minutes several times per day depending on the distance driven from the facility and the number of emergency calls to the facility. The intent of the sirens is to warn motor vehicles on the street to immediately make clear a path for the emergency vehicles to get from the facility to their targeted destinations as quickly as possible. Section 12.08.570.A and B exempts emergency sirens, for the intent of alerting or warning people of emergency work or public safety, from the Noise Ordinance, so the impacts will be less than significant. There will be no other permanent noise source that would expose receptors to excessive ambience noise levels, including from storage of vehicles or 24-hour staff quarters facilities onsite, so there will be no impacts.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?

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The proposed use (emergency facilities, both headquarter and satellite) pursuant to this proposed amendment will only involve ambulance vehicles that uses sirens, which is a periodic noise source. There may be some temporary noises and vibrations involved during construction or remodeling of buildings to accommodate this use. Any construction or remodeling would be subject to the requirements of the Noise Ordinance (Section 12.08.440), so the impacts will be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

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The proposed uses (emergency and nonemergency facilities, both headquarter and satellite) pursuant to this proposed amendment could potentially be located within a two mile radius of an airport or within an ALUC plan area, so employees working or sleeping at the facilities could potentially be exposed to airport noise. The proposed use is similar to fire stations which are permitted in all commercial and industrial zones, whether they are near an airport or not. The need to provide emergency and ambulatory service to residents who reside in the airport-affected area, especially to respond to emergency calls in that area within nine minutes, is a significant factor in considering a proposed use's site location. Some measures such as soundproofing the facility may be necessary depending on the extent of the airport or aircraft noise in the area. Compliance with the County Noise Ordinance, and soundproofing, if necessary, will make the impacts less than significant.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

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The proposed uses (emergency and nonemergency facilities, both headquarter and satellite) pursuant to this proposed amendment could potentially be located within the vicinity of a private airstrip, so employees working or sleeping at the facilities could potentially be exposed to aircraft noise. The proposed uses are similar to fire stations which are permitted in all commercial and industrial zones, whether they are near an

airstrip or not. The need to provide emergency and ambulatory service to residents who reside in the vicinity of the airstrip, especially to respond to emergency calls in that area within nine minutes, is a significant factor in considering a proposed use's site location. Some measures such as soundproofing the facility may be necessary depending on the extent of the aircraft noise in the area. Compliance with the County Noise Ordinance, and soundproofing, if necessary, will make the impacts less than significant.

14. POPULATION AND HOUSING

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The commercial and industrial zones in the County are generally on developed land. Ambulance satellite facilities generally lease in existing buildings and do not require very large buildings to house a limited number of ambulances per facility (just two for satellite offices), and do not employ a large number of employees (two employees per ambulance). The facility will only serve near where there are existing populations in sufficient numbers that will need rapid emergency response, and existing road infrastructure that will support rapid transport. Therefore, the project will have no impact with respect to inducing substantial population growth.

b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The commercial and industrial zones in the County are generally on developed land. Ambulance satellite facilities generally lease office space in existing buildings, and do not require very large buildings to house a limited number of ambulances per facility (just two for satellite offices), and do not employ a large number of employees (two employees per ambulance). They are required to be placed in existing commercial or industrial zones where fewer housing options are likely to be found, so the use will not displace and will not impact any existing housing. The proposed use will not be located in any residential zone. Therefore, there will be no impact to existing housing stock countywide.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The commercial and industrial zones in the County, where the proposed use will be placed in, are generally on developed land. Ambulance satellite facilities generally lease in existing buildings and do not require very large buildings to house two ambulances per facility, and do not employ a large number of employees. The use is required to be placed in existing commercial or industrial zones where fewer housing options are likely to be found, and will not be located in any residential zone. The use will not displace people and will not impact any residents.

d) Cumulatively exceed official regional or local population projections?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The commercial and industrial zones in the County, where the proposed use will be placed in, are generally on developed land. As a use that is similar to fire stations that are permitted in these zones, ambulance facilities generally do not require very large buildings to house a limited number of ambulances per facility (two for satellite offices), and do not employ a large number of employees (two employees per ambulance). It is not a growth-incurring use, and it will only serve near where there are existing populations in sufficient numbers that will need rapid emergency response, and existing road infrastructure that will support rapid transport. No zone changes or land use designations are proposed for this project. Therefore, it will not cumulatively exceed official regional or local population projections, and will not have any impact on such projections.

15. PUBLIC SERVICES

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

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Fire suppression services in unincorporated Los Angeles County are provided by the Los Angeles County Fire Department (LACoFD), which has 21 battalions providing services to the whole of the unincorporated County. Development in the unincorporated areas must comply with the requirements of the Fire Code (Title 32), which provides design standards for all development in the unincorporated County. Development must also comply with standards for response times between fire stations and the project site. These times are: 5 minutes or less for projects in urban areas, 8 minutes or less for projects in suburban areas, and 12 minutes or less for projects in rural areas.

The level of impact that results from building of the proposed project will be based upon whether or not the project site is located within the adequate response-time distance from the nearest fire station. For projects that are in compliance with the requirements of the County's Fire Code and are within the appropriate response-time distance to be adequately served by the Fire department, impacts would be less than significant.

The General Plan also states that adequate fire protection needs to be provided for urban areas where the concern is related to a higher density of residents and patrons in high-rise and mixed use projects.

The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Ambulance facilities, as emergency responders, provide supplemental services to places where the Fire Department may not be able to get to, or provide additional ambulances and/or EMT services to supplement the Fire Department's services. Such providers do not engage in fire protection itself, but treat and transport people that may have been injured in fire accidents. The providers enhance service ratios, response times, and other performance objectives for public services. It will help alleviate capacity or service level problems by allowing these uses in more zones than is currently the case. The use will not place any additional demand on existing fire resources or increase response times from the Fire Department. Therefore, there will be no impact on capacity or service levels and no adverse physical impacts with the provision of fire protection services.

Sheriff protection?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Ambulance facilities, as emergency responders, provide supplemental services to Fire and Sheriff Departments. The providers enhance service ratios, response times, and other performance objectives for public services. The

use will help alleviate capacity or service level problems by allowing these ambulance services in more zones than currently permitted. The use will not place any additional demand on existing sheriff resources or increase response times from the Sheriff Department. Therefore, there will be no impact on capacity or service levels and no adverse physical impacts with the provision of sheriff protection services.

Schools?

☐ ☐ ☐ ☒

The proposed ordinance only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Since any proposed facility projects pursuant to this proposed amendment do not provide permanent housing that would have students, it will not have any impact on school services.

Parks?

☐ ☐ ☐ ☒

The proposed ordinance only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Since any proposed facility projects pursuant to this proposed amendment do not provide permanent housing, it will not have any impact on park services.

Libraries?

☐ ☐ ☐ ☒

The proposed ordinance only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Since any proposed facility projects pursuant to this proposed amendment do not provide permanent housing, it will not have any impact on library services.

Other public facilities?

☐ ☐ ☐ ☒

The proposed ordinance only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Since any proposed facility projects pursuant to this proposed amendment do not provide permanent housing, it is anticipated that there would be no impact to other government services..

16. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Ambulance facilities, as emergency responders, are supplemental to government public services. The providers enhance service ratios, response times, and other performance objectives for public services. The use will help alleviate capacity or service level problems by allowing these uses in more zones than are currently permitted. Since any proposed facility projects pursuant to this proposed amendment do not provide housing, it will have no impact on the use of recreational facilities.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Since any proposed facility projects pursuant to this proposed amendment do not provide housing, it will have no impact on provisions or demand for recreational facilities.

c) Would the project interfere with regional open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Satellite offices for ambulance facilities generally lease in existing buildings in commercial or industrial zones and do not require very large buildings to house a limited number of ambulances per facility (only two for satellite offices), and do not employ a large number of employees (two employees per ambulance). Headquarter facilities may use existing buildings as well, or they may propose new construction to accommodate the use, but they are generally infill in urbanized areas that are zoned commercial or industrial. Therefore, the proposed use will not interfere with any regional open space connectivity.

17. TRANSPORTATION/TRAFFIC

<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Ambulance facilities pursuant to this proposed amendment would generally be located on major commercial streets in order to facilitate transport between residences or places of employment and medical centers or hospitals. It would be dependent on the loading capacity of the major commercial streets and freeways in order to respond to emergencies. However, the facility does not draw in traffic from the streets or freeways as it is not a facility where people would visit by car, except for a small number of employees (two employees for each ambulance located on-site). Ambulance service facilities have no bearing on pedestrian or bicycle paths, or on mass transit, since it is not a facility where people would routinely visit by foot, bike or by bus. Additionally, each facility will employ only a very small number of people and a limited number of service vehicles (just two for satellite offices), so the impacts to the surrounding transportation systems will be minimal. Traffic conditions will be a significant factor in considering a site location to place a facility. Therefore, there will be less than significant impacts on the County's circulation plans.

b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones countywide; they are similar to fire stations that are currently permitted in those zones. Ambulance facilities pursuant to this proposed amendment would generally be located on major commercial streets in order to facilitate transport between residences or places of employment and medical centers or hospitals. It would be dependent on the loading capacity of the major commercial streets and freeways in order to respond to emergencies with a rapid dispatch response time. However, the facility does not draw in traffic from the streets or freeways as it is not a facility where people would visit by car, except for a small number of employees. The use has no bearing on pedestrian or bicycle paths, or on mass transit, since it is not a facility where people would routinely visit on foot, by bike or by bus. Additionally, traffic conditions for everyday on-call operations will be a significant factor in considering a site location to place a facility. Therefore, there will be less than significant impacts on the County's circulation systems and any applicable

| congestion management program.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

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The proposed amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. Ambulance facilities pursuant to this proposed amendment would generally be located on major commercial streets in order to facilitate transportation between residences or places of employment and medical centers or hospitals. The proposed use does not propose airports and heliports, but may sometimes locate near established airports and heliports. Therefore, the proposed use will not interfere with any air traffic patterns and will not contribute to safety risks involving air traffic.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

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The proposed ordinance amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. They will be located where there is existing road infrastructure. However, authorized emergency transportation providers must respond to a medical emergency with a response time of under nine minutes, so the operators will turn their vehicles' sirens on and may drive at above speed limits in order to get to the destination as quickly as possible. Ambulance drivers may create dangerous situations for other drivers who may not hear or pay attention to a flashing ambulance passing by. Providers will comply with the same zoning and traffic requirements for ambulance service facilities already allowed in C-3, C-M and manufacturing zones, and with fire stations in all zones, so that the impacts will be less than significant.

e) Result in inadequate emergency access?

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The proposed ordinance amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. These facilities are generally located on major streets in urbanized areas. In cases of medical emergency at a site, these facilities have trained EMTs on staff working at the site that can provide necessary medical care. In case of fire emergencies, the locations of such facilities would be in places where the Fire Department will have convenient access. Therefore, any inadequate emergency access will be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

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The proposed ordinance amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. As stated above, the proposed amendment does not affect public transit, bicycle or pedestrian facilities. As all projects would be required to comply with any adopted policies, plans and programs, no impact is likely to occur.

18. UTILITIES AND SERVICE SYSTEMS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The wastewater treatment requirements cover both municipal sewer connections as well as on-site wastewater treatment systems (OWTS). All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). Because all municipal wastewater treatment facilities are required to obtain NPDES permits from the RWQCB, any project which would connect to such a system would be required to comply with the same standards imposed by the NPDES permit. As such, these connections would ensure the project's compliance.

The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of commercial and industrial sites are in developed, urbanized areas. Ambulance service uses generally depend on existing sewer infrastructure, and will unlikely be placed in very remote areas with no established waste water disposal systems for public use. In addition, any ambulance services that require a conditional use permit will undergo site-specific environmental review prior to permit approval to minimize any impacts to wastewater infrastructure. As the facility will likely consume the same amount of waste water as an office or fire station, the use will not require extensive waste water treatment, and the impacts will therefore be less than significant.

b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed ordinance amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of commercial and industrial sites are in developed, urbanized areas. Ambulance service uses generally are placed in existing commercial buildings that utilize existing sewer infrastructure, and will unlikely be placed in very remote areas with no established waste water disposal systems for public use. In addition, any ambulance services that require a conditional use permit will undergo site-specific environmental review permit approval to minimize any impacts to wastewater capacity and facilities. If a headquarters facility generates the same amount of waste water as a fire station, the use will likely not exceed existing waste water treatment capacity or require additional waste water treatment facilities to accommodate the use, and the impacts will therefore be less than significant.

c) Create drainage system capacity problems, or result in the construction of new storm water drainage

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed ordinance amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of suitable commercial and industrial sites to accommodate such facilities are in developed, urbanized areas that have existing storm water drainage infrastructure. Any proposed new construction for a facility will be required to incorporate Low Impact Development measures in their site plans per the County's LID Ordinance. As the use is generally small compared to other uses permitted in commercial and industrial zones, the use will not overly tax the existing stormwater drainage system or create capacity issues with the existing systems, therefore, the impacts will be less than significant.

d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?

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The proposed ordinance amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of suitable commercial and industrial sites are in developed, urbanized areas that have existing water supply facilities offered by retail water providers. In addition, as a typical ambulance service facility employs only a few employees, it does not need to comply with the requirements of SB 610 (commercial buildings serving at least 1,000 employees) or SB 221 (subdivisions) relating to water supplies. Satellite offices are likely to lease in existing buildings with established plumbing, and the scale of water demand for headquarter offices will be similar to a fire station. Therefore, the impacts will be less than significant.

e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

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The proposed ordinance amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of suitable commercial and industrial sites are in developed, urbanized areas that have existing gas, propane, and electricity supply facilities offered by retail utility providers. Satellite offices are likely to lease in existing buildings with established utility lines, and the scale of utility demand for headquarter offices will be similar to a fire station. In addition, any new construction to accommodate a use that exceeds a certain building size threshold is required to comply with the State and County Green Building Ordinances to conserve energy. Therefore, the impacts will be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

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The proposed ordinance amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of suitable commercial and industrial sites are in developed, urbanized areas that are served by established landfills throughout the County with capacity to accept disposals. However, there may be

some biohazard disposal issues with used medical supplies, which will be handled separately through County Public Health Department's regulations for handling of biohazard waste. Therefore, the impacts will be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

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The proposed ordinance amendment only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of suitable commercial and industrial sites are in developed, urbanized areas with established solid waste facilities with sufficient capacity to accommodate this use. All ambulance facilities will comply with federal, state and local statutes and regulations related to solid waste, including the Integrated Waste Management Plan (IWMP). The facilities may generate some biohazard waste from used medical supplies, which will be handled separately with other federal, state, and local statutes governing their disposal. Therefore, there will be no impacts.

19. MANDATORY FINDINGS OF SIGNIFICANCE

- | | <i>Potentially
Significant
Impact</i> | <i>Less Than
Significant
Impact with
Mitigation
Incorporated</i> | <i>Less Than
Significant
Impact</i> | <i>No
Impact</i> |
|--|---|--|---|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of suitable commercial and industrial sites that will accommodate this land use are in developed, urbanized areas. This use is not likely to be placed on undeveloped land and is not generally known to significantly impact biological or cultural resources. The potential for impact as a result of this project that will degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory will be less than significant.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of suitable commercial and industrial sites that will accommodate this land use are in developed, urbanized areas. This use is not likely to be placed on undeveloped land and therefore will not incur significant environmental costs. The potential for impact as a result of this project that will achieve short-term environmental goals to the disadvantage of long-term goals will be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Does the project have impacts that are individually limited, but cumulatively considerable?
("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are

currently permitted in those zones. The majority of suitable commercial and industrial sites that will accommodate this land use are in developed, urbanized areas. This use is not likely to be placed on undeveloped land, nor will ambulance service facilities likely be placed close together. It is not foreseeable that there will be a very high number of private ambulance service facilities that will establish as a result of this amendment; however, the majority that will establish are likely to be lessees in established commercial or industrial buildings that can easily accommodate these facilities. Moreover, the facilities will likely be strategically placed throughout the County to serve different service areas through contracts with the County Public Health Department. The potential for impact as a result of this project that will be individually limited but cumulatively considerable will be less than significant.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

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The proposed project is a countywide ordinance amendment that only makes zoning allowances for ambulance service facilities in commercial and industrial zones; they are similar to fire stations that are currently permitted in those zones. The majority of suitable commercial and industrial sites that will accommodate this land use are in developed, urbanized areas. This use is not likely to be placed on undeveloped land and would not create hazardous situations that will have a direct or indirect impact on humans. The use is required to handle medical biohazard materials (gas cylinders and medical supplies) per Federal, State and County regulations. The use may have periodic excessive mobile noise levels with the use of sirens on ambulances in conjunction with this use, but as the noises are of a medical emergency nature, the noises are exempt from the County Noise Ordinance. The use may design their sites in a way to avoid driveway-street collisions when heading out on emergency calls as part of the site plan review. Therefore, the potential for impact as a result of this project from environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly will be less than significant.

COUNTY OF LOS ANGELES

**NOTICE OF PUBLIC HEARING
ON PROPOSED AMENDMENT TO TITLE 22 (PLANNING AND ZONING ORDINANCE)
OF THE LOS ANGELES COUNTY CODE
NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION**

**PROJECT NO. R2012-02415-(1-5)
CASE NO. LURT201200003/ENV CASE NO. T201200251**

Proposed amendment to the Los Angeles County Code (Title 22 – Planning and Zoning Ordinance) to amend ambulance service definitions and zones where the use is permitted.

NOTICE IS HEREBY GIVEN that the Regional Planning Commission of the County of Los Angeles has recommended approval of an amendment to ambulance services that includes definitions of ambulance service facilities and ambulance emergency service facilities; permits ambulance services as a permitted or conditionally permitted use in Zones C-H, C-1, C-2, C-3, C-M, M-1, M-1.5, M-2, and M-3; and establishes development standards for ministerial review of applications.

NOTICE IS ALSO HEREBY GIVEN that a public hearing will be held before the Board of Supervisors, Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, California 90012 at **9:30 a.m. on Tuesday, July 23, 2013**, pursuant to Title 22 of the Los Angeles County Code and Title 7 of the Government Code of the State of California (Planning and Zoning Law) for the purpose of hearing testimony relative to the adoption of the above mentioned amendment.

Written comments may be sent to the Executive Office of the Board of Supervisors in Room 383 at the above address. If you do not understand this notice or need more information, please contact Ms. Karen Lafferty at klafferty@planning.lacounty.gov between 7:30 a.m. to 6:00 p.m. Monday through Thursday. For general information on this or other County ordinances, please call (213) 974-6432. Project materials will also be available on the Department of Regional Planning website at: http://planning.lacounty.gov/view/secondhand_store_ordinance.

Pursuant to the California Environmental Quality Act and County Guidelines, a Negative Declaration has been prepared that shows that the proposed ordinance will not have a significant effect on the environment.

“ADA ACCOMMODATIONS: If you require reasonable accommodations or auxiliary aid and services such as material in alternate format or a sign language interpreter, please contact the Americans with Disabilities Act Coordinator at (213) 974-6488 (Voice) or (213) 617-2292 (TDD), with at least three business days notice.”

Si no entiende esta noticia o necesita más información, por favor llame este número (213) 974-4899.

SACHI A. HAMAI
EXECUTIVE OFFICER-CLERK OF
BOARD OF SUPERVISORS

**COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING**

LIST OF PERSONS TO BE NOTIFIED

The *List of Persons to be Notified* has been submitted to the Executive Office of the Board of Supervisors.